

15 PAGES OF CLASSIFIEDS

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS

BMW
320i



1990, 131,000 miles, £3,000 ono, Nautical Green, service history, v.g.c., just had cambelt, water pump, tyres

AUSTIN
A35



1957, £1,750, ono, 2-door very sound body, new clutch, exhaust, alternator, braking system, non-original seats, but originals inc

Get the car you always wanted
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RANGE ROVER

50 YEARS OF A LEGEND



50 Range Rovers that changed the world
DRIVEN The last classic Rangie made
EXPERTS on why prices won't go up!



RACE TO SELL £300k CAR COLLECTION TO FUND BRIGHTON BID

Stash built up over 50 years must go to fund veteran run – all the buys inside

A Rolls-Royce Phantom, Rover 8hp and Ford Model T are among the classics in a lifetime collection up for sale – because its owner wants to buy a car to take part in this year's London to Brighton Veteran Car Run.

Trevor Williams, from Cambridgeshire, said that he set the ambitious New Year's

resolution because he has spent years dreaming of taking part in the world's longest-running motoring event. He is appealing for classic fans to help him make the start line at this year's event by snapping up cars from his collection, acquired over more than 50 years.

► CCW'S EXPERT VIEW INSIDE, P3



PLUS WHEELER DEALERS: DREAM CAR NEW SHOW PREVIEWED, PAGE 2



BMW 730i £5000

TRIUMPH STAG £13,995

VOLVO P1800S £23,995

MGB GT JUBILEE £4995

CARS FOR SALE
DRIVEN



BRITAIN'S BIGGEST WEEKLY

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS



BAG A BEETLE FOR £4k

HOW TO AVOID THE PITFALLS



40 YEARS OF SAVING CARS

LUTON'S GURU CALLS IT A DAY



UK'S TOUGHEST CLASSIC RUN

LE JOG: PICS OF ITS STAR CARS

Jan
2
2020

THIS WEEK

Right now in the classic car world



STARTING 2020 WITH A BOLD AMBITION
It's great that we start the first CCW of 2020 with one classic fan's New Year's resolution – I'm already looking forward to seeing Trevor Williams (see

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TELEVISION



Mike Brewer with Marc 'Elvis' Priestley on *Wheeler Dealers: Dream Car*: 'This was a chance for me to give something back.'

'It's the hardest thing I've ever done'

Wheeler Dealers: Dream Car airs next week – here's what to expect

A new spin-off series of *Wheeler Dealers* – in which members of the public sell their cars and are helped to buy their dream classics – begins next Monday (6 January).

The eight-part series, called *Wheeler Dealers: Dream Car*, will be shown on Discovery at 9pm, and see show stalwart, Mike Brewer, team up with ex-Formula One mechanic, Marc 'Elvis' Priestley.

The show's premises involves the pair helping a classic fan to sell off a modern car and take part in a series of trade-ups to create added profit, which is then used to fund a classic.

Mike said: 'It's the hardest thing I've ever done on television – and I've been to Afghanistan!'

'We regularly put in 17 hour days and worked through the night to make these

people's dreams come true. We had to take big gambles like you would if you were trying to advance in the motor trade.'

To trade up to the cars people wanted, Mike ended up buying – among other things – a horse box ('we turned it into a prosecco bar') and a 1972 VW Beetle 'in a series of boxes with just a chassis'.

He added: 'The people we chose were very deserving. They were never likely to have got the cars they really wanted had we not intervened.'

Mike's co-host, Marc, said that the programme brought its own challenges.

He explained: 'You're under time and money pressures you don't have in Formula One; you have to make do with what you have. We didn't make up any of the trades up – Discovery was adamant that it had to be an authentic show, and sometimes the cars people wanted were very hard to get when they brought us cars worth only a few hundred pounds.'

'Those difficult moments were more than worth struggling with when we got to hand over someone's dream car at the end, though.'

'That made everything worthwhile.'

■ discoveryuk.com

IN BRIEF

Launch L-R goes 'home'

One of the first Land Rovers ever shown in public recently returned to Amsterdam where it was launched in 1948. Despite being on display for 'World Land Rover Day' for the marque's 70th birthday, 'SNX 910', rediscovered in 2016, had its build records misplaced and could not be identified in time. Once verified, a year-long restoration took place before its Dutch outing.

■ landrover.com/classic

IN BRIEF

Barn-finds needed!

The 27-29 February 2020 Practical Classics Classic Car and Restoration Show is looking for 'as found' classics to put on the Carole Nash Barn Find display. Visitors will also get to vote for their favourite restoration project, as won last year by Steve Cato's 1973 BMW CSL. Contact features director, Andrea Seed, if you think you have a suitable veteran, vintage or classic car.

■ andrea@poppyseedmedia.co.uk
■ necrestorationshow.com

MUSEUMS

Beaulieu's speed record display boost



Henry Segrave famously drove the car at Daytona.

Napier's aerodynamic art-deco bodywork was key to its 231.6mph record.

The National Motor Museum at Beaulieu has been awarded £74,527 by Arts Council England to upgrade its existing exhibition space.

Funds will be spent on bringing the story of the Napier Golden Arrow to life; powered by a 23.9-litre 925hp W12 aircraft engine, it set a Land Speed Record of

231.6mph at Daytona Beach in March 1929 in the hands of Sir Henry Segrave.

Thanks to funding from Arts Council England, Beaulieu will now be able to create a new augmented reality exhibit for the car, as well as conduct further research and preservation work on related artefacts.

Arts Council England South West Area Director, Phil Gibby, said: 'Through a focus on the Golden Arrow car, the project will ensure the long-term sustainability of the museum's excellent collection of unique cars while facilitating future research.'

■ nationalmotormuseum.org.uk

below) trundling successfully up Madeira Drive in a veteran car funded by his decision to trade in other classics. If you have a similar classic car ambition for 2020, we'd like to hear about it. Don't forget

that after two Wednesday Bank Holidays we're back to our normal on-sale dates from next week – our next issue hits the shops on Wednesday, 8 January.

DAVID SIMISTER EDITOR



p4

Vauxhall's heritage guru on 40 years of mending Luton's classics



p4

Myth Buster: Was the Mini really a pioneer of front-wheel-drive?



p13

Range Rover at 50: How BL's 4x4 became a world-beating icon



FOR SALE

CLASSIC STASH FOR SALE TO FUND VETERAN RUN DREAM

Seven-vehicle stash to be sold to fund London to Brighton entry

A Cambridgeshire collector and restorer is racing to sell his diverse vehicle hoard so that he can take part in this year's London to Brighton Veteran Car Run.

Trevor Williams has worked in the motor trade since starting his career in a workshop alongside his father. He's owned some of the cars in his collection for 50 years – but wants to reduce or get rid of the classics he's amassed to buy an eligible pre-1905 vehicle for the run.

He said: 'I've been fascinated by the London to Brighton since I was a kid and always wanted to take part. It would be a great challenge. I just have never got around to getting a suitable car – they are expensive and don't come up that often.'

'My collection has got too big and I need to sell most of it. I've driven just about every vehicle possible so will be happy driving a veteran. I'm fairly open to the type of car though I'd prefer something with four seats and four cylinders. Hopefully I



Ford Model T is one of two for sale.

THE COVER STORY

would be able to take part in the next available run with places available!'

Prices for the vehicles in Trevor's collection, all of which are in full running order, start at £12,000. They include an eclectic mix of pre- and immediate post-war vehicles, from a 1912 De Dion-Bouton via Ford Model Ts, and pre-war Rolls-Royces all the way through to a 1950 Mack truck.

Among Trevor's favourite vehicles he is intending to part with to realise his long-held dream is a 1925 Rolls-Royce Phantom in all-original

condition complete with its original Hooper Salamanca body, which is valued at £160,000, and a 1924 Rover 8hp that's powered by a twin-cylinder engine.

Veteran Car Run Steering Group chairman, Miles Wade CBE, said: 'I am always delighted to hear about someone who is inspired to participate in the run.'

He also confirmed that spaces for next year's event would be available in spring.

Nick Larkin

■ 07831 123690

■ trevor5959@btinternet.com

TREVOR'S COLLECTION IN FULL

- 1912 De Dion-Bouton Landaulet £70,000
- 1918 Ford Model T £15,000
- 1923 Ford Model T Truck £12,000
- 1924 Rover 8hp £25,000
- 1925 Rolls-Royce Phantom £160,000
- 1935 Rolls Royce 20/25 £30,000
- 1950 Mack LJ truck £20,000

HOW TO TAKE PART IN THE RUN

'If Trevor gets the asking price for even a fraction of his collection, he should have enough to buy a car eligible for the run – Bonhams sold a 1902 Bartholomew at its Veteran Car Sale for £19,500. The best advice for anyone thinking of taking part is to get in touch with the run's organisers well in advance and to sign up to the Veteran Car Club – they know these automotive pioneers best.'

DAVID SIMISTER
EDITOR



IN BRIEF



WD Amphicar up for sale

The 1967 Amphicar 770 that featured in an episode of *Wheeler Dealers* is up for sale at Anglia Car Auctions' 25 January sale in King's Lynn. The car featured in Series 11 of the show, first aired in April 2014 and was bought in Florida. Mike and Edd shipped the car back to the UK, taking it to the River Thames once restored. The show sold the car to a buyer in the Netherlands, but the car is now in the UK again carrying an estimate of £45,000-55,000.

■ angliacarauctions.co.uk

IN BRIEF

Haynes's free carers' passes

The Haynes International Motor Museum in Yeovil, Somerset, is now giving a free carer pass to every paying disabled visitor. The move will allow classic car fans who have no choice but to be accompanied by a carer to visit the museum at the same cost as non-disabled visitors. The move follows feedback the museum has received, prompting trustees to change the venue's pricing policy.

■ haynesmotormuseum.com



IN BRIEF

Unipart disappears

The iconic and much-loved Unipart brand is to finally leave the High Street 44 years after its first appearance. Originally formed as British Leyland's parts supplier in 1969, Unipart made and sold parts for British cars from shops in 1975. 20 years later, its High Street presence was retained by a series of franchised repair bays; better known nowadays for its logistics and contracting work, Unipart's familiar garages are to be taken over and rebranded by Bosch Car Care.

■ unipart.com

INDUSTRY

VAUXHALL HERITAGE FLEET HERO RETIRES

Restorer Andy Boddy leaves after 40 years – but Vauxhall Heritage stays put

After serving the British motor industry all his working life, Vauxhall Heritage's highly-regarded senior restorer, Andy Boddy, has retired after four decades with the British manufacturer.

Andy started as a Vauxhall apprentice in 1979, learning about all the disciplines involved in vehicle production, including machining, milling and welding. He also helped to oversee quality control at the Luton IBC (Isuzu Bedford Commercials) plant during the era of the Frontera 4x4 after a stint at Millbrook Proving Ground assisting with Bedford Trucks' future model developments.

The key skills and experience Andy had collected over the years all fell into one place in 2002 when he started working at the Vauxhall Heritage Centre – the company's home to more than 70 classics.

He was responsible for the continued upkeep of the collection's 30/98 'Prince Henry' during his tenure at Vauxhall Heritage; thanks to his care, it's covered more than 20,000 miles since arriving. He's also revived a Vauxhall Royale Coupé and completed ground-up restorations of Heritage's Viva HB GT and HP Firenza 'Droop Snoot'. Andy arranged more than 100 car loans a year, as well as maintaining the handbook and brochure collection.

Looking back on his time at Park Street, Andy said: 'As youngster growing up in Luton and being a car fanatic from a very young age, it was perhaps inevitable that I would

become obsessed with everything Vauxhall.

'After nearly 20 years of maintaining and restoring Vauxhall's Heritage Collection, I'll take away many fond memories and, of course, some challenging ones, too, like the HP Firenza that was restored almost a decade ago.

'While I have a favourite from each decade, my personal favourite has to be the PA Velox.'

Vauxhall PR manager, Simon Hucknall, added: 'I've had the pleasure of working with Andy since 2007. During that time, he's brought the heritage collection to life. His hard work, passion and skill,

not to mention his fine judgement on all things technical, achieved perfect results, no matter what the challenge'

CCW is also pleased to report that the Vauxhall Heritage collection is to remain at its present home in Luton for the foreseeable future.

Mike Humble



Andy Boddy (left) and Terry Forder with the HP Firenza 'Droop Snoot' that he remembers being 'challenging' to restore.

FOR SALE



Can any other Riva have covered so few miles as this 265-mile example?

Low-mileage Lada Riva comes to the market

What is believed to be the lowest-mileage Lada Riva anywhere – and the last sold to the UK market – is for sale.

The 1997 car has travelled just 265 miles from new and Northern Ireland collector, Kevin Black, has owned it since 2009.

He said: 'I used to own a Lada years ago, so I couldn't resist this one. However, I have kept buying cars and now have 40 classics so something has to go. It will have to go to a good, Lada-

appreciating home. I've never been able find a lower-mileage Riva and this car is in timewarp condition.

'It is on its original factory tyres and there's quite a bit of the original protective wax still on the car.'

Kevin is looking for offers around £5700 for the car, which will come with a new MoT.

Nick Larkin
07718 522233

MUSEUMS

Classics among the buses

A Scottish commercial vehicle museum, which has raised the final £100,000 needed to buy its premises, is to extend a welcome to classic car clubs.

The Glasgow Vintage Vehicle Trust (GVVT) is giving clubs the chance to hold rallies and meetings at its Bridgeton museum. Club members also have the chance of guided tours of the premises, home to around 125 buses. Now the GVVT is planning to apply for lottery

funding to help with further upgrades to the building.

GVVT chairman, Steven Booth, said: 'We are classic car fans and some of us own them, so we are very keen for them to be involved. We have facilities to hold rallies and committee meetings.'

Classic cars are also being invited to the museum's annual open weekend on 10-11 October 2020.

gvvt.org



The GVVT is inviting classic clubs to use its premises.

MYTH BUSTER

Debunking the most common old wives' tales



THE FIRSTS THAT... WEREN'T FIRSTS

1 VARIABLE DISPLACEMENT

Engines that activate or deactivate cylinders to improve economy and emissions are becoming more popular. It is commonly believed to have debuted in 1981 with Cadillac's L62 V8-6-4 engine, but it was unreliable, so Mitsubishi claimed its 1982 Modulated Displacement system as a first, because it worked. However, the very first car with variable displacement was the 1905 Sturtevant 38/45 Six, which ran on three cylinders by turning off one of the magnetos and lifting their exhaust valves.

2 TRANSVERSE-ENGINE FRONT-WHEEL DRIVE

Believing that the 1959 Mini was the first front-wheel-drive car is a rookie error – Pennington got there in 1900, followed by Alvis, Cord, Citroën etc. But surely the big innovation of Issigonis' little car – transverse-engined FWD – was a first? Well, no again, because that would be forgetting the 1949 Saab 92, though Saab's first attempt only had to squeeze two cylinders across its engine bay. DKW also had two-cylinder transverse-engined front-wheel-drive cars from 1931 onwards; the F1 to F8 'Front' models.

3 MACPHERSON STRUTS

There's some debate as to whether the first production car with MacPherson struts was the French 1949 Ford Vedette or the British 1950 Ford Consul. It seems that the Vedette wasn't a true MacPherson set-up but based on wishbones and an upper coil spring, with the switch to proper MacPherson struts coming in 1954 when SIMCA took the model over. While the MacPherson strut is thought of as a Ford innovation, it was actually developed for Chevrolet, before Earle S MacPherson defected from there to the Blue Oval in 1947.



The first Ford Vedettes didn't actually use pure MacPherson struts.



SCENE

The star of the Practical Classics Live Stage, CBR Classic Restorations' Jaguar E-type S3, is now driving after a beefier new fuel pump was fitted to cope with the tuned engine.

RESTORED JAG ROARS AGAIN

A 1974 Jaguar E-type S3 rebuilt at the Lancaster Insurance Classic Motor Show is now up and running – after a weak fuel pump prevented it from driving off the Practical Classics Live Stage on 10 November.

It coughed on stage because the fuel pump fitted wasn't strong enough to get the tuned engine running; with it swapped for an uprated item, the E-type's owner, Andy Waters, said: 'It started on the button. It was absolutely fantastic – I've

never heard it running before in all the years that I've owned it.'

Andy, who owns CBR Classic Restorations in Walsall, reckons that the car is now 90 per cent complete. He plans to take it to shows and on long drives next year when the weather improves.

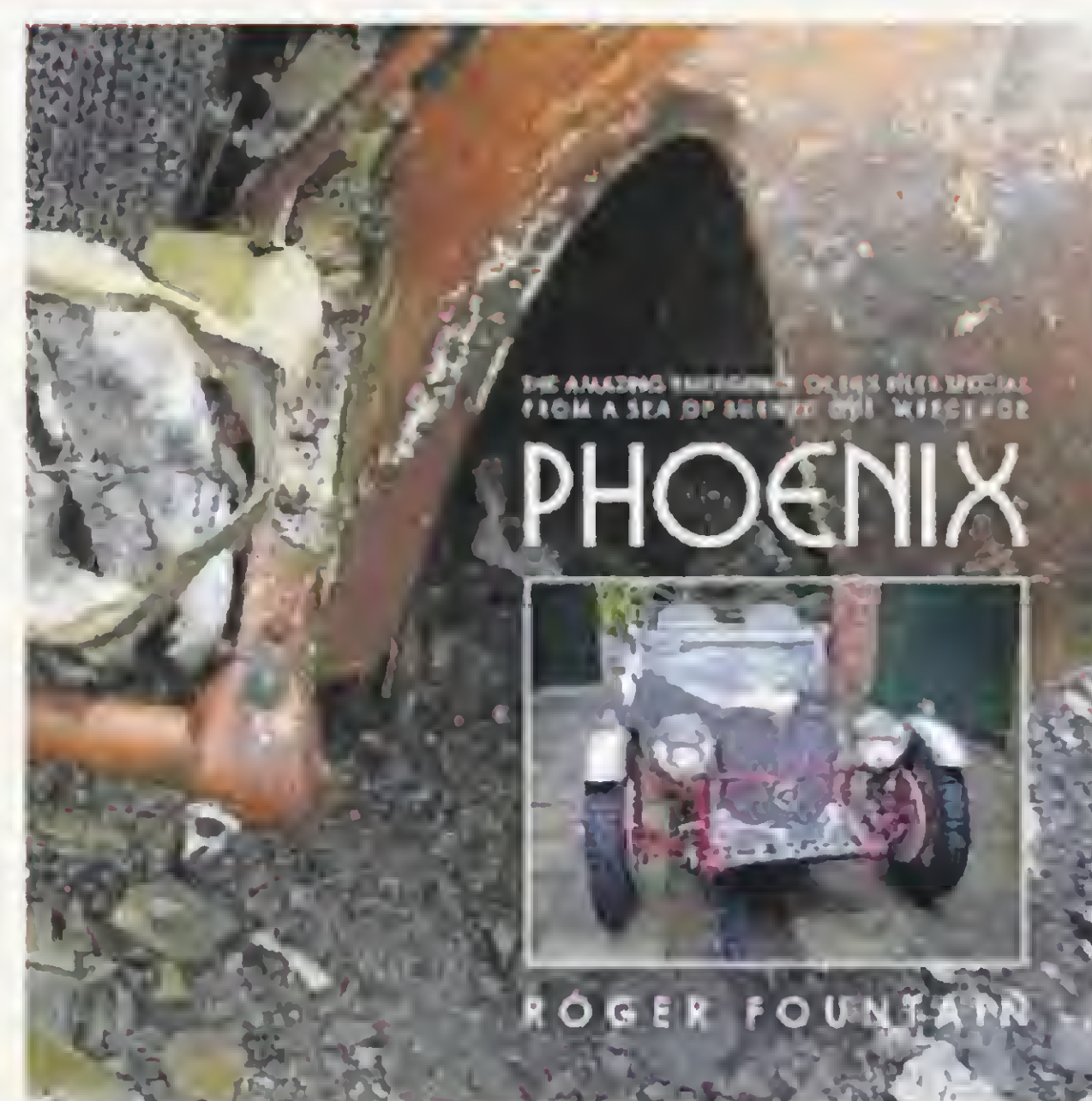
He said: 'Working with the team I have, it's been put together properly, and will be used as a promotional car for CBR.'

■ cbrclassicrestorations.co.uk
■ practicalclassics.co.uk

PRODUCTS New stuff you'll love

Phoenix £10

The car that is the subject of this self-published book thoroughly deserves the title of 'Phoenix'. It's the account of how the hardcore Riley enthusiast author brought a 1935 Riley Lynx back from the dead after it had been largely destroyed in a barn fire. Readers might recognise the car from the NEC's Classic Motor Show; it featured on the Pride of Ownership stand. From the pictures, it's a wonder that anything could be salvaged at all. The story of its return to the road as a Special is epic and should give inspiration to anyone tackling their own project. The struggles with the DVLA are particularly insightful. Clearly reproduced pictures complement the author's words nicely. **Richard Gunn**



■ **Publishers:** Roger Fountain Publishing/Writersworld
■ **ISBN:** 978-1-91616-000-2
■ **Author:** Roger Fountain
■ amazon.co.uk

Hazard Light Module £44.99

If your classic is old enough not to be equipped with a hazard light switch, then breaking down is probably a question of when (not if) it will happen. Fitting a hazard light switch will make such occurrences far safer; this kit from Retronics aims to make the job as simple as possible. Instructions include a basic wiring diagram and the quality of components is good. The switch itself looks satisfyingly retro, too. A good safety



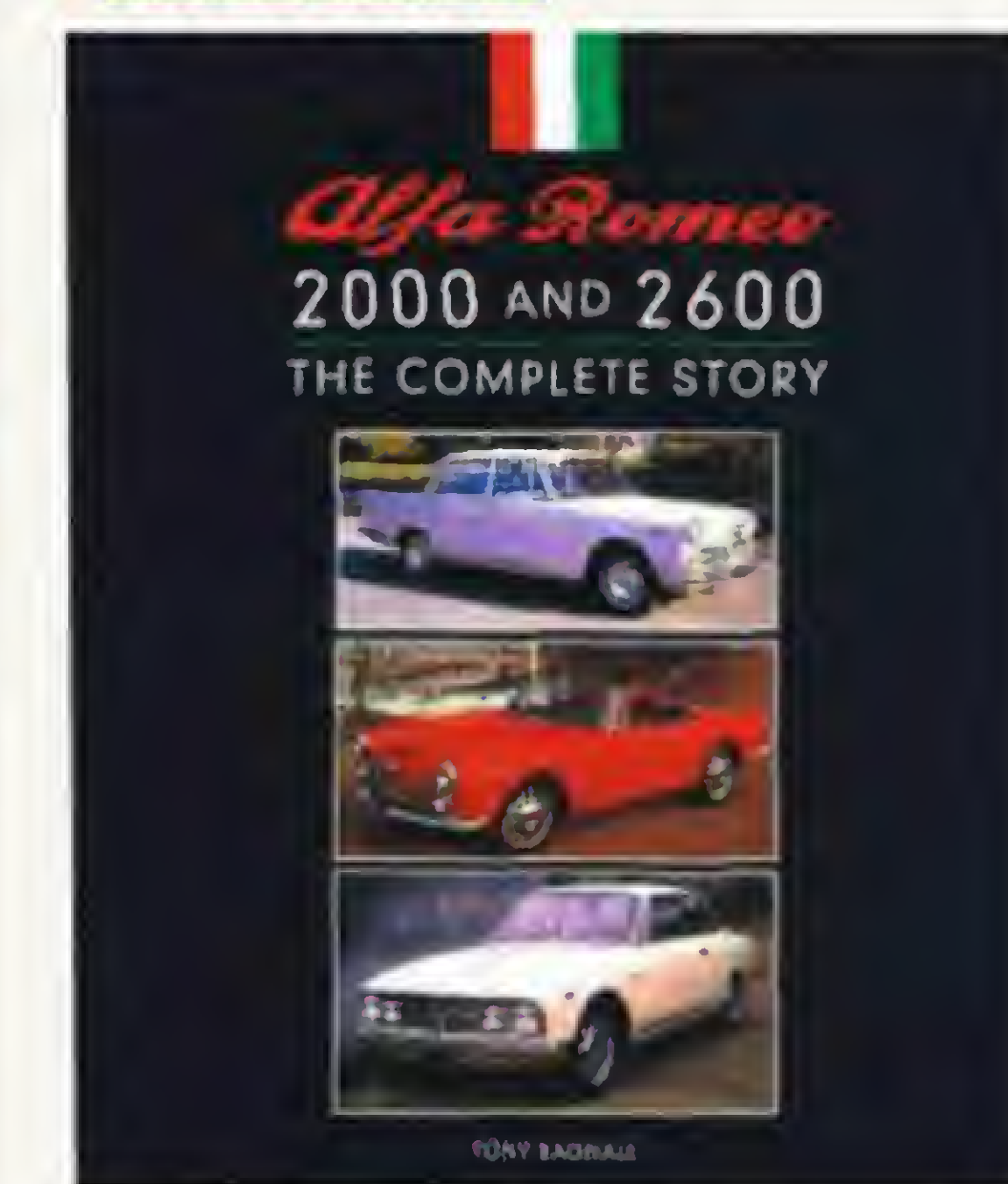
upgrade for your older classic.
Charlie Calderwood

■ retronicsonline.com

Alfa Romeo 2000 and 2600: The Complete Story £25

The 105 Series cars tend to come to most people's minds when it comes to Alfa Romeos of the 1960s, but these borrowed stylistically from the oft-forgotten 102 Series 2000 and 106 Series 2600. Bagnall gives these forgotten cars a comprehensive treatment; in 187 pages, the text can be dense at times, with the strong images (mostly colour) never getting quite the space they deserve. Overall, it's a must for marque aficionados. **Charlie Calderwood**

■ **Publishers:** Crowood Press
■ **ISBN:** 978-1-78500-631-9
■ **Author:** Tony Bagnall
■ crowood.com



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YOUR LETTERS

Have your say on classics



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Clubs issuing MoTs ill thought-through

Having just obtained my Christmas issue of CCW I was dismayed to find a regurgitation of the classic car MoT debate.

While I can understand the views and opinions of Mike Brewer et al the whole issue is farcical. To suggest classic car clubs issue some form of roadworthiness test is at best ill thought-through.

If the scheme is voluntary, then why not have a recognised MoT certificate issued by a trained and qualified MoT tester (I am one, and have to sit an annual assessment to maintain my status). To rely on willing enthusiasts or ex-MoT testers beggars belief as there would be propensity for a range of differing standards applied by each examiner in each club.

Add to this a lack of the correct equipment to conduct such



TV'S MIKE BREWER: CLUBS SHOULD ISSUE CLASSIC MOTS

Wheeler Dealers star to campaign for self-governing, club-led roadworthiness certification for MoT-exempt classics

LETTER OF THE WEEK

examinations, not to mention the health and safety aspects and insurance, renders this argument dead in the water.

Let's then turn to the state of club membership; it is a cause for concern in any case and many are too small to offer this service on a national level. This, compounded by the propensity to set club members at each others' throats in the event of a negative result, will do

little to enhance any club or improve membership.

While it is laudable that people want our cars to be safe, I have seen no evidence to suggest the number of accidents involving classic cars has risen since the removal of the MoT.

If you want to get a test done of your car's roadworthiness, then get an MoT done at a classic car aware garage.

Clive Wilson, Wetherby

Was it really an Escort?

I've been enjoying reading The Way We Were: Volume 4. What a wonderful idea it is - congratulation on a great read. However, as someone who owned an original Ford Escort, I was surprised that you incorrectly named the van conversion in the magazine's piece on Tavistock in 1959, which is obviously a van with windows inserted into the back doors and the side panels.

Firstly, the windows are far too small, and the rear has opening doors. There's an image of an AA man in the same issue who clearly has an Escort with the split tailgate, and in that image you can see the top section in the open position.

As a young sailor I loaned 45 quid from my mate to mine, then next time our ships ran into each other I paid him back. That was a year later, and I had just sold it!

Malcolm Cooper, Florida, US



Alan Bennett dressed his MGB up appropriately for Cumbria's Christmas Cracker Run.

Great winter fun - in an MGB

Thank you for covering Cumbria's famous Christmas Cracker Run (CCW, 4 December). I took part in the black MGB roadster pictured in your main image, and thought your pictures were terrific.

It's a great shame events such as this are dwindling due to lack of participants in potentially inclement weather.

I entered the classic car world earlier this year for the first time and the run was only my second organised day out. Great fun and an enjoyable atmosphere.

Alan Bennett, Cumbria

Glad that you enjoyed it, Alan. It's a shame that the run's been axed, as it's a proper winter event with some stunning Lake District scenery and a great variety of classics taking part - Ed



VALUE MY CLASSIC

1963 Chrysler New Yorker

WHO Gavin Garrow **MILES** 19,051 **PROVENANCE** History back to day one **MODS** None **HOW MANY LEFT** Only one in UK

HOW LONG HAVE YOU HAD IT?

The car was purchased at Power Meet in Vasteras, Sweden in July 2014. My brother and I found this mint chrome-encrusted cutie glistening in the midday sun on the rally field at this famous American car show. A beautiful survivor in original super condition, resplendent in Rosewood Metallic with a matching Rose cloth and leather interior.

It's powered by 413ci/340bhp 'Wedge' V8 and has power everything, as you would expect from a top of the range model.

There's push-button Torqueflite transmission, and a rear window demister - rare with its own blower motor under the rear parcel shelf. Another neat feature is a square steering wheel, which is great to use and basically the same idea as the Austin Allegro many years later. These cars handle well with torsion bar front suspension, a good stable ride with excellent brakes and performance.

HOW MUCH HISTORY?

There's Stateside history from new. She was bought on October 7th 1963 in a small town in Ohio. The buyer traded in a 1955 Chrysler New Yorker and got \$700 against the new Chrysler. It was stored after a couple of years use, then imported into Sweden after being bought at the Hershey Swap Meet in late 2013. The

19k miles from new is correct - the original factory Firestone tyres were still on the car when imported into Sweden. It's now on correct-style

POWERED BY
HAGERTY
VALUATION TOOLS

radials, the factory spare is still with the car.

HAS IT BEEN MODIFIED?

No, it's all factory stock.

WHAT'S LEFT TO DO ON IT?

Nothing much, we just look after the old girl and use her on road trips. The car has survived so well down the years, so we just service her as per Chrysler schedule and she will hopefully last many more years.

WHAT WE RECKON

These are rare in the US, never mind Europe, and where would you find another with this mileage and history, not to mention that amazing colour? All that lets it down a bit in

value is it being a four-door - less is more with American cars. It might be worth more to the right buyer on the right day, but this is the least you should insure it for! **Russ Smith**



CCW'S GUIDE VALUATION £20,000

Now it's your turn! Email us at editorial@classiccarweekly.co.uk



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PRIZE CROSSWORD

WHAT THE WINNER GETS: The first correct crossword entry drawn will win a Ring Smart Charge (worth £59.99), a Ring Zoom Inspection Torch (worth £16.99) and a Ring Digital Keyring Tyre Gauge (worth £9). This great selection of goodies is ideal for when you're working on your car. Send your completed crossword along with your name and address to: CCW Crossword Comp (17 July 2019), Bauer Media, Lynch Wood, Peterborough PE2 6EA. The closing date for entries is Thursday 8 January 2019.

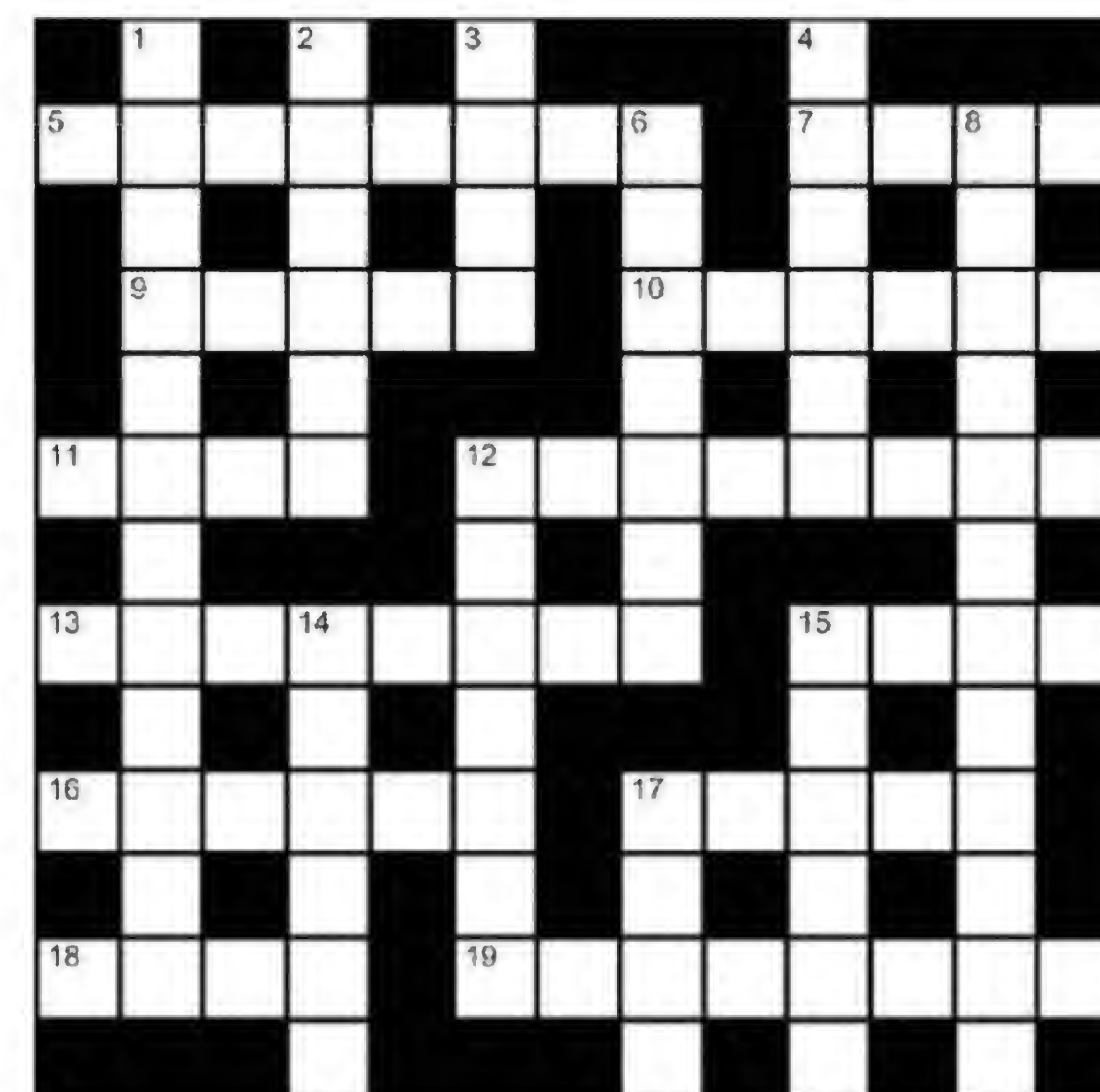
LAST WEEK'S ANSWERS ACROSS 4. Morris Cowleys 7. Sunbeam 8. Minor 9. Lele 10. Felber 13. Tasmin 15. Ital 18. Honda 19. Isleros 20. Eastern Europe **DOWN** 1. Riley 2. Alpine 3. Ryton 4. Muscle 5. Run-flat 6. Competition 11. RS Turbo 12. Ulysse 14. Ardita 16. Koral 17. Cloud

CLUES ACROSS

- 5 Talbot hatches with Simca 1100 roots (8)
- 7 For short, it's not a manual (4)
- 9 Which Robert designed the Citroën GS? (5)
- 10 Bedford microvan - little rapsallion! (6)
- 11 Soft or hard, they put a roof over our heads (4)
- 12 Mazda model known elsewhere as the 626 (8)
- 13 Renault 21 estates (8)
- 15 The higher-powered '130' versions of the Vauxhall Cavalier (4)
- 16 The name behind the Vogue (6)
- 17 Southern _ , a 1930s Triumph (5)
- 18 Which Fiats superseded the 127? (4)
- 19 Austin replaced these cars with the Maestro (8)

CLUES DOWN

- 1 _ special, the Toyota Celica GT-Four, for example (12)
- 2 Stunning Lamborghini supercars which survived until the early 1970s (6)
- 3 _ Car, well-known luxury Lincoln - one for the city, perhaps? (4)
- 4 _ Frazer, former American marque (6)
- 6 Early 1970s Lotus Elans with 126bhp on tap (7)
- 8 DAF's Variomatic system (12)
- 12 Former Belgian luxury car marque founded by Sylvain de Jong (7)
- 14 _ Horch, Audi's founding father (6)
- 15 Where the Peerless factory was located (6)
- 17 How UK Mitsubishi's were originally branded (4)



20-23/FEB/2020

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The Capital's premier classic car show comes to Olympia, London in February.

This must-attend event for any discerning classic car owner, collector or connoisseur offers you the opportunity to view and purchase from what promises to be one of the widest collections in the UK.

With over 500 cars on display, a special 50th anniversary tribute to Range Rover and introducing 'Car Stories' a brand new central stage with motoring legends sharing personal stories of some of the world's most iconic cars, this year's event can't be missed.

Tickets now available from thelondonclassiccarshow.co.uk

Standard Adult ticket £25 / USE CODE CCW WHEN BOOKING / Premium tickets start from £60



Stay up to date with the latest news

OUT & ABOUT

Great events for you and your classics

EVENT REPORT LE JOG, LAND'S END TO JOHN O'GROATS, 7-10 DECEMBER

DON'T REST, BUT BE TH

The 25th Anniversary Le Jog followed the exhausting original 1993 route, including the punishing Scottish hillclimb. But not all cars made it through to the end...

A total of 64 classics finished the Land's End to John o'Groats rally on 10 December, from a pool of 82 cars that attempted the rally. In celebration of a quarter-of-a-century of 'Le Jog' rallies, this year's route was designed to replicate the original

1993 event's route as faithfully as possible, and was put together by the event's first-ever gold medal winner, John Kiff.

Entrants must drive through the night on one night to make up the miles, and can only expect to manage ten hours of sleep over the entire four-day rally. Winning a silver medal at Le Jog in his Porsche 911 and in the running for the annual HERO Cup, driver Stephen Owens said: 'We worked well as a team and got a good team result but it was a tough rally; it was difficult when the fatigue set in the early hours of this morning. At one point, I thought I saw elephants at the side of the road

but fortunately they turned out to be rocks.'

Battling with fatigue as the rally went on, competitors faced driving rain, strong winds and frozen roads in the final sections through Scotland, which included a visit to the famed Rest and be Thankful hill climb. Competitor Stuart Anderson said: 'I have never been buffeted around like that in the Bentley before, It hit every part of you pushing and pummelling you in every direction.

'It was not pleasant at all!'

hero events.eu

**THE
MAIN
EVENT**

'It was tough - I once thought I saw elephants when fatigue set in.'

Robert and Susan McClean drive through stormy moorland in their Rover P4 100.



Will Broadhead



Roger and Thomas Bircknell came top of the 16-car Class 8 in their Golf GTI, but a single mistake cost them a gold medal.

IMAGE Andy Thomlinson

GOLD MEDAL WINNERS

Gold medals are the closest thing to an overall winner on Le Jog, and given out to teams who reach every control point in their allocated minute and don't make any mistakes on the off-road speed tests. Six were awarded this year.



Will Broadhead

1965 VOLVO 122S

Martyn Taylor was awarded best navigator for his role in winning gold with driver Paul Dyas in their Volvo 122S, which achieved the lowest overall penalty.



Andy Thomlinson

1981 MGB GT

Stewart Christie and Andy Ballantyne also topped Class 5 in their MGB GT, slithering to a strong finish in the typically challenging conditions.



Will Broadhead

1987 PORSCHE 924S

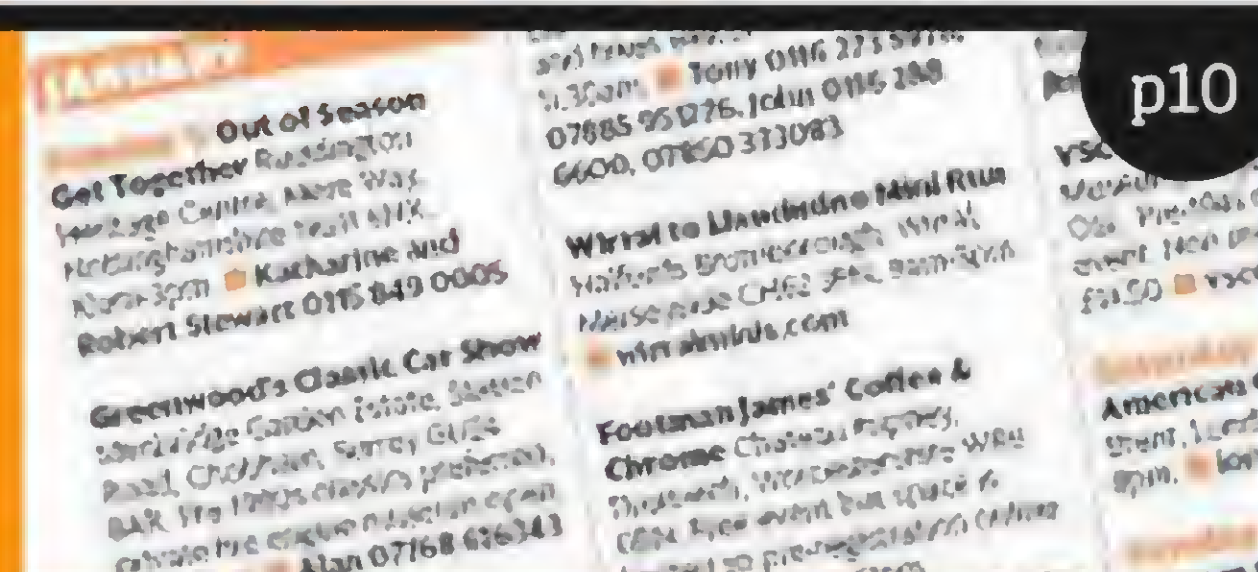
Le Jog is open to cars of a type from as late as 1985, with Eric Michiels and Aswin Pyck winning a gold medal in their Porsche 924S.



IT'S NOT ALL WIND AND RAIN

If you fancy getting into historic rallying, but are a bit put off by the harrowing conditions of Le Jog – don't be. Most rallies are summertime events and there's plenty that go abroad to sunnier climes if you'd like more of a holiday!

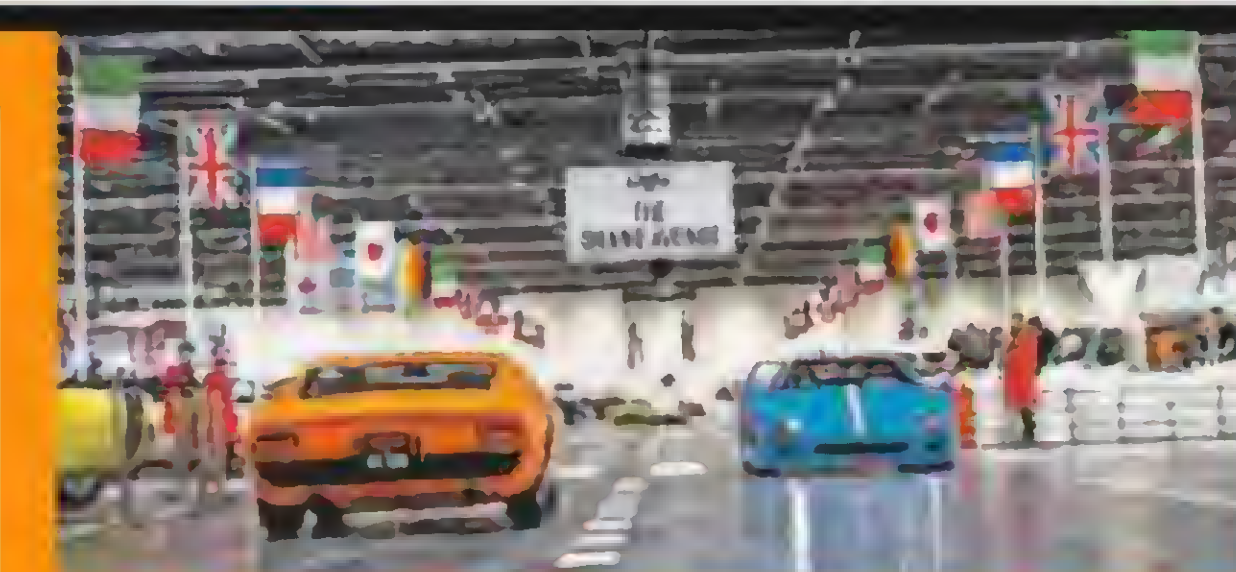
CHARLIE CALDERWOOD EVENTS EDITOR



Events Diary - All the best classic car events to look forward to



The Way We Were - Beverley, East Riding of Yorkshire, 1974



Next week: Our list of the events not to miss in 2020

THANKFUL



Derek Skinner and Andy Lane's Cortina GT tackles the Rest and Be Thankful hillclimb.



Elliot Dale and Charlotte Ryall won the pre-war class in their 1937 Derby Bentley.



Standing water didn't stop Thomas Lundt and Dirk Adam's Porsche 356B.



The rally started with blazing sunshine at Land's End, but was a rare sight thereafter.



1937 BENTLEY DERBY 4 1/4

Emily Anderson stepped in late after father Stuart Anderson's original navigator fell ill and the pair completed the event in a pre-war Derby Bentley.



1971 AUSTIN MINI COOPER S

Kevin Haselden and Gary Evans deservedly won a gold medal in their battle-scarred but seriously quick Austin Mini Cooper S MkIII.



1972 BMW 2002Ti

Experienced navigator, Richard Boughton, partnered with Paul Bosdet for the first time on Le Jog, winning gold in their BMW 2002Ti.

FANCY TACKLING LE JOG YOURSELF?

With a year until the next Le Jog, you've got time to find an eligible classic, prepare it and practice on some smaller events before attempting this legendary marathon.

■ classiccarsforsale.co.uk



1957 STANDARD TEN SUPER

In need of a new steering box and some minor bodywork, this Standard should be rally-ready for less than £5000. Though hardly fast, they are sturdily built and handle well for the era. 54,234 miles. Monmouthshire.

■ 01633 440868.

ASKING PRICE
£1950



1983 PORSCHE 924

Eligible for the competitive and well-subscribed Class 8, this 924 is ready to go with just a few rally-specific modifications. Reliable, cheap to repair and with excellent handling, it's an obvious choice. 121,998 miles. Denbighshire.

■ 07568 070211.

ASKING PRICE
£3450



1960 MGA

This MGA has already been fitted with all the modifications you could possibly need or want for a historic rally car – and you'll be glad of the fixed roof in Scotland's driving rain. 92,000 miles. Hampshire.

■ 01590 690410.

ASKING PRICE
£18,950

EVENT PREVIEW MG OWNERS' CLUB KIMBER RUN, STAFFORDSHIRE, SUNDAY 5 APRIL

MG OWNERS SOUGHT FOR STAFFORDSHIRE RUN

CLUB OF THE MONTH

Join the club and take part in long-running tour for octagon-badged classics past and present

Owners of MGs from the 1920s through to the present day are being invited to honour marque founder Cecil Kimber on a club-organised run this April.

The MG Owners Club is holding its Kimber Run on 5 April at the National Memorial Arboretum in Staffordshire and take in some of the county's most spectacular scenery.

Holly White, the club's newsletter editor, said: 'The run starts in the morning with a hot drink and breakfast roll in the visitor centre café, you will set off on a circular route of the spectacular surrounding countryside with its' areas of

No matter what year your MG was made, it'll be welcomed with open arms on this year's Kimber Run.



outstanding beauty such as Cannock Chase and Blithfield Reservoir.'

'MG owners will also be able to explore the 150-acre site, which includes an extensive visitor centre and exhibition. As the UK's year-

round centre of remembrance it is a spiritually uplifting place. Members can expect a wonderful day out.'

The run, which is not competitive and follows the rules of the Highway Code, is open to MG Owners Club members and costs £30 per car

of two people, with additional passengers costing £10. The cost of taking part includes welcome breakfast roll with tea or coffee on arrival, a route book and rally board, parking and entry at the museum. Joining also means that MG devotees

get access to other runs and events organised by the club throughout 2020, technical advice and a full colour magazine, *Enjoying MG*, delivered every month.
mgownersclub.co.uk
01954 231125

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tel: 0118 954 0725

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JANUARY

Sunday 5 Out of Season

Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ **Katharine and Robert Stewart 0115 849 0005**

Greenwood's Classic Car Show

Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ **Alan 07768 616343**

Mid Kent's Autojumble

Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8LW. ■ **midkentsautojumble.co.uk**

Bicester Heritage Sunday

Scramble Bicester, Oxfordshire OX26 5HA. ■ **bicesterheritage.co.uk**

Thursday 8 Ace Café Classic

Car Night Ace Café, Brent, London NW10 7UD. All classics welcome, with Lotus 7 and Midget & Sprite Club in attendance. 6pm-11pm. ■ **london.acecafe.com**

Friday 9-Sunday 12

Autosport International NEC Birmingham, North Avenue, West Midlands B40 1NT. Performance and motorsport car show, including historic vehicles. ■ **autosportinternational.com**

Saturday 11 January

Historic Rally Car Register Open Day British Motor Museum, Gaydon, Warwickshire CV35 0BJ. Rally cars from the 1950s to 1980s on display. 9.30am-3.30pm. ■ **hrcr.co.uk**

Sunday 12 Classic Car Meet

The Dog and Gun Main Street,

Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ **Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083**

Wirral to Llandudno Mini Run

Halfords Bromborough, Wirral, Merseyside CH62 3PN. 9am-3pm. ■ **wirralminis.com**

Footman James' Coffee & Chrome

Chateau Impney, Droitwich, Worcestershire WR9 0BN. Free event but space is limited so pre-registration online is essential. 9am-12pm. ■ **footmanjames.co.uk/classic-hub**

Malvern 4x4 & Vintage Spares Day

Three Counties Showground, Malvern, Worcestershire WR13 6NW. Plots from £30. £7 admission. 9am-1.30pm. ■ **4x4sparesday.co.uk**

Black Swan Classic Car & Motorcycle Breakfast

The Black Swan, Ockham, Surrey KT11 1NG. Open to all classics and modern classics. 8am-noon. ■ **Search Facebook for black swan classic car meet**

Thursday 16-Sunday 19

Interclassics Maastricht MECC Maastricht, Forum 100, Maastricht 6229 GV. Indoor classic car show giving special attention to the 'forgotten classics' of deceased car marques this year. £17.50. ■ **interclassicsmaastricht.nl**

Saturday 18

Woldingham Classic Surrey Botley Hill Farmhouse, Warlingham, Surrey CR6 9QH. Pre-1990 classics. Free. 9.30am-noon. ■ **Ian 07863 055055**

Sunday 19 Huddersfield

Autojumble Old Market Building, Huddersfield, West Yorkshire HD1 1RG. Indoor. Open from 10am. ■ **phoenixfairs.jimdo.com**

VSCC Driving Tests

Brooklands Museum, Weybridge, Surrey KT13 0SL. Pre-1941 car motorsport event. Non member spectators £14.50. ■ **vsc.co.uk**

Saturday 25 Ace Café All

American Cruise Ace Café, Brent, London, NW10 7UD. 4pm-8pm. ■ **london.acecafe.com**

Sunday 26 Classic and Custom Car Meeting

Anglia Motel and Cafe, Holbeach Lincolnshire PE12 8LT. All welcome. 1pm-5pm. ■ **Search Facebook for anglianmonthlymeet**

Classic Cars at the Carpenters

Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm. ■ **0115 932 5277**

Mini Fair 2020

Bingley Hall, Staffordshire County Showground, Staffordshire ST18 0BD. From 9.30am. £15 on the door. Children free. ■ **britishminiclub.co.uk**

Newark Autojumble

Newark Showground, Coddington, Notts. NG24 2NY. Display area for cars over 25 years old. From 8am. ■ **newarkautojumble.co.uk**

Malvern Drive-in Classic Car & Bike Autojumble

Three Counties Showground, Malvern, Worcestershire WR13 6NW. 10am-3pm. ■ **classicshow.org**

Thursday 29 Rallye Monte-Carlo Historique UK Start

George Square, Glasgow G2 1DH.

The UK start point of the Rallye Monte-Carlo Historique returns to Glasgow. ■ **monte.scot**

Thursday 30-Sunday 2

Automotoretro Lingotto Fiere, Via Nizza, Turin 10126. Italy's biggest classic motor show with more than 67,000 visitors and 1200 exhibitors. €16. ■ **automotoretro.it**

Friday 31-Sunday 2

Bremen Classic Motorshow Messe Bremen, Theodor-Heuss-Allee, Bremen 28215. Almost 700 exhibitors and more than 40,000 visitors at Germany's first major classic car show of the year. €16. ■ **classicmotorshow.de**

FEBRUARY

Saturday 1 Lakeland Classic

Drive and Ride-In Day Lakeland Motor Museum, Backbarrow, Cumbria LA12 8TA. Classic car gathering at motor museum. 10am-4pm. ■ **lakelandmotormuseum.co.uk**

Sunday 2 Out of Season

Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ **Katharine and Robert Stewart 0115 849 0005**

Greenwood's Classic Car Show

Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ **Alan 07768 616343**

Midlands and Yorkshire

Classic Car Club Meet The Black Swan, Main Street, Brandesburton, E Yrks YO25 8RG. All classics welcome. 12pm-2pm.

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Location.....
County..... Postcode..... Date.....
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Entry costs..... Contact name/phone no.....
Website.....

Free. ■ **Dean 07706 924992, midsandyorkscoc@aol.com**

Thursday 5-Sunday 9

Salon Rétromobile Paris Expo Porte de Versailles, 1 Place de la Porte de Versailles, Paris 75015. €19. ■ **retromobile.com**

Thursday 6 Ace Café Classic

Mini Meet Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ **london.acecafe.com**

Saturday 8 Lakeland

Historic Car Club Autojumble, Preston Patrick Memorial Hall, Crooklands, Cumbria LA7 7NR. 9am-1pm. £1 admission. ■ **David Molyneux, 01229 584972**

Saturday 8-Sunday 9

Great Western Classic Car Show Royal Bath and West Somerset Showground, Somerset BA4 6QN. ■ **bristolclassiccarshows.com**

Sunday 9 Classic Car Meet

The Dog and Gun Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ **Tony 0116 273 5978,**

07885 951276, John 0116 288 6600, 07850 333083

MG and Triumph Spares

Day Stoneleigh Park, Coventry, Warwickshire CV8 2LZ. ■ **mgandtriumphsparesday.com**

Tuesday 11 Ace Café Classic

Car Night Ace Café, Brent, London, NW10 7UD. Lotus 7 and Midget & Sprite Club in attendance. 6pm-11pm. ■ **london.acecafe.com**

Saturday 15

Woldingham Classic Surrey Botley Hill Farmhouse, Warlingham, Surrey CR6 9QH. Pre-1990 classics. Free. 9.30am-noon. ■ **Ian 07863 055055**

Sunday 16 Surrey Oaks

Breakfast Club Surrey Oaks Pub, Newdigate, Surrey RH5 5DZ. 8.30am-11.30am. ■ **01306 631200**

DubFreeze

Bingley Hall, Stafford, Staffs ST18 0BD. Indoor VW event. From 9am. Adults £10. ■ **dubfreeze.co.uk**

Huddersfield Autojumble

Old Market Building,

Huddersfield, W. Yorks HD1 1RG. Indoor. Open from 10am.

■ **phoenixfairs.jimdo.com**

Brooklands Winter Classic

Breakfast Brooklands Museum, Weybridge, Surrey KT13 0SL. 150 classics expected, test hill from 10.30am. From 8am. ■ **brooklandsmuseum.com**

Thursday 20-Sunday 23

London Classic Car Show Olympia, Hammersmith, London W14 8UX. Thursday premium tickets only. Standard adult ticket £25. 10am-6pm. ■ **thelondonclassiccarshow.co.uk**

Friday 21-Sunday 23

Race Retro Stoneleigh Park, Coventry, Warks. CV8 2LZ. Historic show featuring outdoor live rally stages. ■ **raceretro.com**

Sunday 23 Classic and Custom Car Meeting

Anglia Motel and Cafe, Holbeach, Lincs PE12 8LT. All welcome. 1pm-5pm. ■ **Search facebook for anglianmonthlymeet**



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50 RANGE ROVERS THAT ROCKED THE WORLD

As the original Range Rover reaches its five-decade milestone, marque expert James Taylor looks at 50 examples that demonstrate its incredible versatility

The Range Rover was designed to be a more comfortable Land Rover with better on-road dynamics, but soon became something much more than that. While farmers certainly took to it, so did celebrities

and the wealthy: there was something very special about that lofty driving position that allowed you to simultaneously see and be seen. Meanwhile, multiple special-purpose conversions appeared, and demand from the Middle East in particular

showed the potential for luxury models.

Our selection of 50 Rangies is a taster of just how much variety this iconic Brit encompassed in a half-century of production.



1969 PRODUCTION NUMBER 1

Beaten out of the door by number three because a blue one was preferred for publicity pictures, number one

was painted in a non-standard green. Restored carefully many years ago, YVB 151H still exists today.

1970 PRESS LAUNCH CAR

The 20 cars for the press launch in Cornwall were pilot-production models, registered in the NXC-H series. The engines were all 3.5-litre twin-carburettor V8s. NXC 245H, seen here, is one of several survivors.



1969 PROTOTYPE

The third prototype was the first with the production body style, although Rover only had enough of

the new wheels to fit them to one side – the other one! Sadly, this car was scrapped years ago.

1970 AMBULANCE CONVERSION

Rover initially treated the Range Rover like another Land Rover and targeted the emergency services with its first

conversions. This ambulance, the first of many, was built by Wadham Stringer on a chassis extended by ten inches.



1971 RANGE ROVER IN THE LOUVRE

No, it wasn't shown as a work of art, but as an example of British design at a trade fair based in the famous Paris museum. The example shown is believed to have been number 77, which has now been lost, sadly.

1971 FOUR-DOOR PROTOTYPE

Rover's sales people famously thought that the two-door configuration was a 'tragedy', so a four-door prototype was built, complete with one-piece tailgate. But orders for the two-door flooded in, so the body was removed and scrapped.

Image: British Motor Industry Heritage Trust.



1971 GINGER BAKER'S ODYSSEY

Cream rock drummer, Ginger Baker, set up his own studio in Lagos, Nigeria, and drove all the way there in a Range Rover. The film *Ginger Baker in Africa*, released in 1973 follows his journey.



1971 DARIEN GAP VEHICLE

To prove that a Range Rover was as tough as a Land Rover, two entered the British Trans-Americas Expedition, highlighting the need for roads through the Darien Gap between North and South America.



1972 HIGH-ROOF AMBULANCE

Rover Styling drew up a versatile body for the stretched 110-inch chassis, intending to use it as both a personnel carrier

and an ambulance. The ambulance demonstrator ended up with St John's at Stratford, and still exists.

1973 CARMICHAEL COMMANDO

Fire appliance specialist, Carmichael, worked with Rover to develop a six-wheel Range Rover that could carry a

large first-aid tank and equipment for aircraft crash rescue work. It entered production in 1973.



1974 139-INCH AMBULANCE

Swedish ambulance specialist, Heinel, needed an off-road ambulance for customers in mountainous regions,

and developed this one with a 139-inch wheelbase (one-metre stretch). Several were sold to Norway.



1974 PANELCRAFT FOUR-DOOR CONVERSION

The Duke Of Roxburghe wanted four doors on his Range Rover, and asked London coachbuilder, FLM Panelcraft,

to convert one. It did, got Land Rover Approval for the design, and built it in quantity – mainly for export.



1970 POLICE MOTORWAY PATROL CAR

Range Rovers quickly became police favourites as motorway patrol cars. The 'jam sandwich' livery

was common, but this early West Midlands one had orange contrast panels and high-visibility white body.



1971 CARAWAGON CAMPER

The Carawagon camper conversion used an elevating roof just like the company's Land Rovers, with an ingenious interior

layout. It was rather expensive, however, so relatively few were built. This one made it to an owner in Australia.



1975 STATE REVIEW RANGE ROVER

There had been State Review Land Rovers, so there had to be a State Review Range Rover. This one was specially designed and built in-house for the job, and it's still around today, although now retired from official duty.

1976 135-INCH AMBULANCE

Demand from Europe (mostly) persuaded ambulance specialists to do their own chassis conversions to 135-inch wheelbase, and add a longer rear overhang. Wadham Stringer (pictured) was first; Lomas followed.



1976 ROYAL RANGE ROVER

Range Rovers were a Royal favourite, and Prince Charles supposedly courted Lady Diana Spencer in this one. Now carefully restored, it recently sold for £101,250 through Silverstone Auctions.



1977 TACR-2

The Carmichael six-wheel chassis was used as a military airfield crash tender, too, but with the military's own body design. It was called a TACR-2 (Truck, Airfield Crash Rescue, type 2). This one was bodied by Gloster Saro.



1979 RANGE ROVER 'VAN'

A van variant with panelled rear body sides was designed early on and sold in export territories. Some countries took a version of the van with plain side windows to avoid tax issues; this one is Danish. France had some, too.



1979 WOOD & PICKETT TROOP CARRIER

Why give your bodyguards a Land Rover when you can show your wealth by giving them a Range Rover? London specialist Wood & Pickett obliged by building a number of these conversions for the Middle East.



1979 V12 RANGE ROVER

Schuler (later Overfinch) tried to shoehorn a Jaguar V12 into the Range Rover, but the conversion required a lengthened nose and it was considered too expensive. Just one was built, which still survives.



1980 SCHULER 350HE

Schuler's holding operation was an uprated V8 engine with improved handling and braking. It called it the 350HE and built a number before embarking on its definitive 5.7-litre V8 conversion.



1980 MONTEVERDI FOUR-DOOR

Another holding operation – while it got its own four-door into production Land Rover approved an expensive, luxuriously-equipped four-door conversion by Monteverdi in Switzerland.

1980 'MOB LAB'

Telemetry was still in its infancy, and from 1980 Rover tested new cars at Gaydon by linking them to a specially-equipped

110-inch Spencer Abbott vehicle through umbilical cords. This was the Mob Lab (Mobile Laboratory).



1981 IN VOGUE TWO-DOOR

A tie-up with Vogue magazine brought the In Vogue special edition in 1981, testing the market for luxury features.

The alloys seen here were planned but not ready in time, so production models had standard steel wheels.



1982 FOUR-DOOR MODEL

Land Rover got its own four-door into production in summer 1981, with many differences from the Monteverdi.

The alloy wheels had become available, too. The keylock mid-way down the door panel gives away an early one, like this.



1982
CAMEL
TROPHY
MODEL

From 1981, Land Rover provided crew and support vehicles for the annual Camel Trophy adventure challenge. Range Rovers were used in 1981, 1982 and 1987; this is a two-door on the 1982 event in Papua, New Guinea.



1982 RANGE
ROVER
AUTOMATIC

Demand was pushing Range Rover into the luxury sector, so it needed an auto. A rather clunky three-speed Chrysler gearbox became optional in autumn 1982, promoted by an In Vogue special edition.



1982
POPEMOBILE

When the Pope visited Britain in 1982, His Holiness needed a special parade vehicle. Two were commissioned on Range Rover chassis from Ogle Design, and both are believed to survive today.



1982
UNITRUCK

The Unitruck was developed in the late 1970s as a private enterprise, turning the Range Rover into a versatile pick-up. Land Rover wasn't interested but Carbodies was, and took it on. Very few were made, however.



1982 SCHULER 570T

Schuler found the performance it wanted in the small-block Chevrolet 350 cubic-inch (5.7-litre) V8 engine. It gave power and performance aplenty, and was further developed until the mid-1990s after Schuler became Overfinch.



1982 HARRODS
RANGE ROVER

Custom conversion specialists did this 'special' for London store Harrods, and it was a perfect advert for its own expertise and capabilities. Probably no more than a handful were built; this one still survives.



1983 FIVE-SPEED
IN VOGUE

The clunky Range Rover gearbox had been designed for a military vehicle (the 101 Forward Control). In autumn 1983, it gave way to the Rover-Triumph overdrive five-speeder, promoted through another special edition.



1983 GLENFROME FACET

Custom specialist, Glenfrome, had Dennis Adams design a special glassfibre desert buggy for the Middle East. On a Range Rover chassis, it became the Facet – but investment in its production caused Glenfrome to go under.



1984 RANGE
ROVER VOGUE

No longer 'in' but just plain Vogue, a new top-model luxury four-door was launched in summer 1984. There was still a long way to go before it was a fully competitive luxury car, but this was a statement of intent.

1985 TOWNLEY
DESERT RANGER

You want extreme? Widened, with six wheels and a 5.7-litre Chevy V8, this luxury beast was made by specialist Townley for a Middle Eastern client, thought to have been the Saudi Royal Family.



1986 BEAVER BULLET
RECORD CAR

To assure continued sales in Europe, a diesel Range Rover was needed, so Land Rover bought engine rights from VM in Italy. Stung by criticism of its performance, engineers embarked on a series of world speed records with two specially-prepared cars; this one survives.



1986 DISCREETLY
ARMOURED RANGE ROVER

Combining power and prestige, the Range Rover was a 'natural' for VIP protection work. Land Rover developed

an armoured version with specialist MacNeillie. Note the fixed glass and dummy covers over the steel wheels.



1986 RANGE ROVER OLYMPIC

Thinking about a higher-performance, 'sporty' Range Rover led to this up-engined two-door prototype with Recaro seats, named 'Olympic' after Birmingham's (unsuccessful) bid to host the games. It survives.



1991 RANGE ROVER CSK

Further notions of a sporty Range Rover led to the CSK, named after Charles Spencer King. It was a two-door and pioneered the new anti-roll bar system. All were for the UK, but this one escaped to Australia.

1992 AMBASSADORIAL LIMOUSINE

Land Rover had built a few LWB models to special order since the 1980s, and this one was built by the Special Vehicles division for HM Ambassador to Moscow. Nearly 17ft long, it replaced a Rolls-Royce.



1992 TWR RANGE ROVER

Tom Walkinshaw Racing had prepared BL's touring-car racers in the 1980s, and turned to the Range Rover in the 1990s. Some bodykit items were adopted as accessories and Land Rover took the five-spoke alloy wheels.



1993 RANGE ROVER VOGUE LSE

A line-built long-wheelbase model arrived in 1993, its 108-inch wheelbase matching that of the planned second-generation model and so allowing field-testing of its new air suspension. An enlarged 4.2-litre engine was a bonus.



1993 RANGE ROVER AUTOBIOGRAPHY

Autobiography began as a custom-building service from Special Vehicles. It demonstrated its craft with this show car, painted in a Lamborghini Blue. There weren't many first-generation Autobiography models.



1994 'SOFT DASH' MODEL

Airbags became available for 1995-model Range Rovers, in a completely re-designed dashboard that did away with the

mismatches of the earlier one, which had been developed piecemeal over the years. This is in a Vogue SE.



1994 FINAL TWO-DOOR MODEL

Two-doors vanished from Britain in the late 1980s, but were still built for overseas markets. The very last was built in January

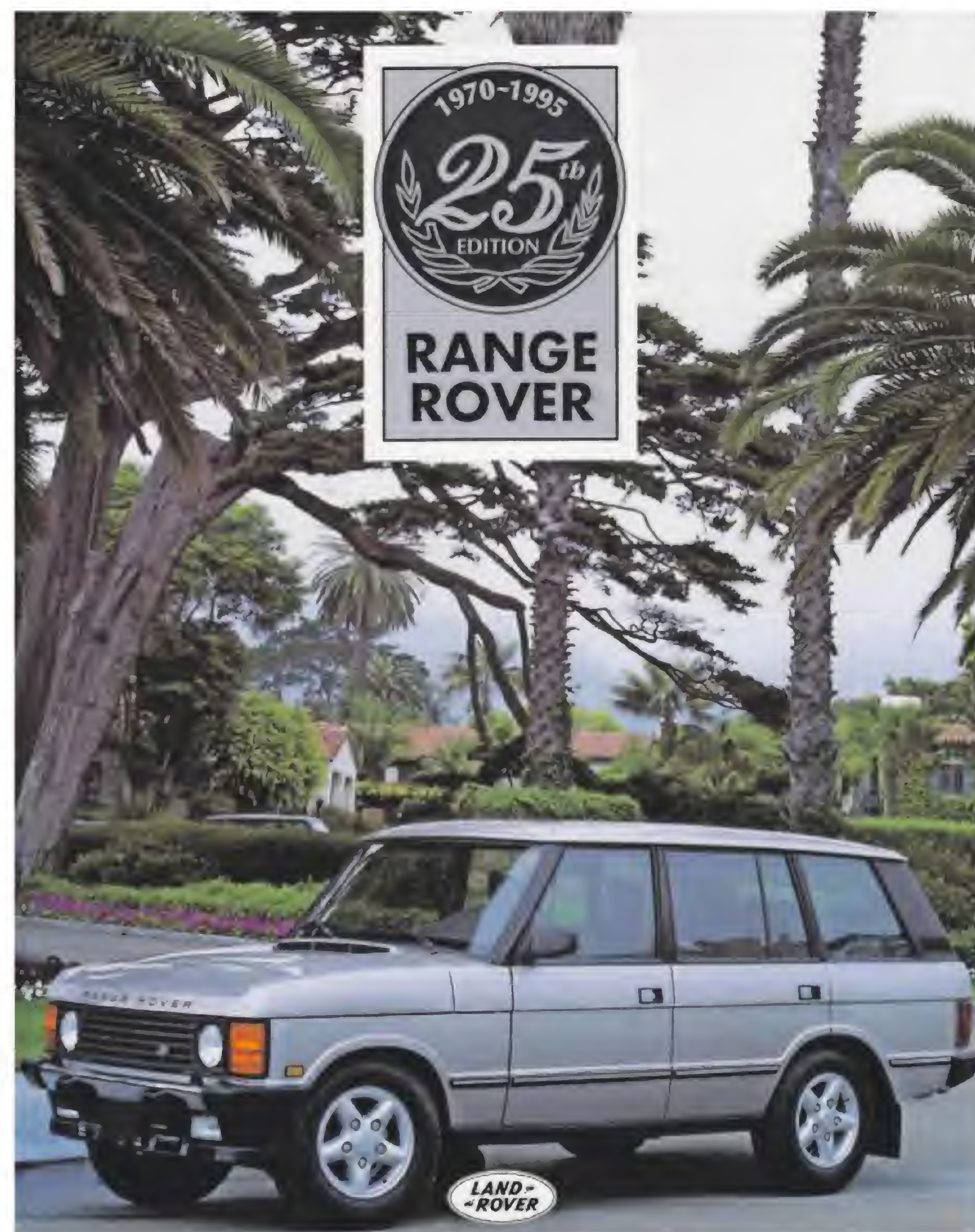
1994, was found again, and sold at Bonhams' Goodwood Festival of Speed sale in July 2019 for £46,000.



1994 US 25th ANNIVERSARY MODEL

The USA had a special 25th Anniversary model before Britain did. Based on an LSE (County LWB in the USA), it arrived in

summer 1994 and shared logos – but not much else – with the UK edition on the standard wheelbase.



1987 RALLY-RAID RANGE ROVER

The Paris-Dakar endurance rally was another natural home for the Range Rover, and French specialists

developed a rally-raid 'silhouette' specification that was gradually developed over the next few years.



1989 GREAT DIVIDE EXPEDITION

Range Rover was introduced to the USA in 1987 and was a big hit. The revised 1990 models, by now with 3.9 litres, were introduced to the press via an off-road 'expedition' in Colorado along America's Continental Divide.



1991 VANTAGEFIELD RAPIER

Custom specialist Vantagefield developed a 109-inch extended-wheelbase model called the Rapier.

This example for the Middle East has elevating hunting seats in the rear; they were used in desert falconry.

FIVE CLASSIC TRIALS 1996 RANGE ROVER 25TH ANNIVERSARY (UK)

SAVING THE BEST 'T

We drive the British Motor Museum's special Range Rover – the last example off the line

There have been a number of hugely significant Range Rovers built over the years, but few are as important as this one – the last first-generation example produced.

A run of 200 Range Rover County LWB 25th Anniversary editions in Aspen Silver metallic with Ash Grey Connolly leather interiors were made for the American market in summer 1994. Following these, the UK was treated to its own version – again badged 25th Anniversary – though ours also marked the end of the first-generation cars.

UK 25th Anniversary Range Rovers were based on the top-spec Vogue SE and featured Oxford Blue metallic paint with chrome bumpers, with a Light Stone Beige interior and CD system. At around £40,000, it cost £8k more than a standard Vogue SE.

Twenty five were produced, while this car, the 26th, was built especially for the British Motor Industry Heritage Trust. TV presenter, Noel Edmunds, drove it off the Solihull assembly line on 15 February, 1996. Nearly 24 years later, it's still amazingly fresh.

N901 WHP has appeared in numerous publicity shots over the years, but subtle badges and chrome bumpers aside, it is understated in the extreme. Even the five-

spoke alloys are modestly styled and flaring on the wheelarches isn't over-exaggerated. It's not until you heave yourself up into the cabin that this car's significance becomes apparent, the headrests of the sumptuous leather seats being embossed with the same anniversary motif used on the plaque ahead of gear stick.

It's striking just how large the inside of this Range Rover is. It feels almost as though an additional seat could be fitted between the driver and passenger, while the large glass area and sunroof makes it feel light and airy.

Both front seats adjust electrically and there's air conditioning, cruise control and a plethora of other mod cons. However, the floor mats are rubber, not carpet, the wood-trimmed

centre console gives the impression of being vacuum-formed and the door cards are plastic. Even the layout of the controls is uninspired. Yet despite this, you can't help but feel that sitting behind the wheel is a special place to be.

The driving position is crucial to this notion. You sit very high, so much so that your lap feels like it's in line with the top of the bonnet, affording a commanding view of the road.

Then you awaken that V8 engine. By now this venerable all-alloy mill had been bored out to 3.9 litres and fuelled by Lucas L-Jetronic fuel injection. Its potency is made clear when you accelerate – the response is strong and speed builds far more purposely than you might expect from something weighing nearly two tons. Such is the available torque that the power delivery is smooth right up to high revs, and changes from the ZF four-speed automatic gearbox are almost imperceptible.

The accompanying engine note is quite muted but becomes louder and more urgent as revs build. Passengers are largely isolated from the outside world, though – away from motorways and dual carriageways, where wind noise becomes more pronounced, the leather seats creaking is what you hear most.

Being the last Range Rover built, this one is fitted with the air suspension system adopted

towards the end of the first generation and it does a fantastic job of pampering the car's occupants. It makes its presence known through various hums and hisses, but although you are aware that the suspension is reacting to changes and imperfections in the road, remarkably little is transmitted into the cabin. At the same time, it does give you an idea of what's going on beneath the tyres, much more so than the steering, which isn't quite as adept at offering driver feedback.

Likewise, N901 WHP also has the Vogue SE's four-channel anti-lock brakes; a sophisticated system that samples wheel speeds 250 times a second. Not that we were ever in danger of inspiring a lock-up on our test. The heavy servo-assistance is noticeable, requiring minimal pedal effort, and it safely scrubs off speed progressively, rather than suddenly or abruptly.

What becomes most apparent, though – even after only a short drive – is just how easy this car is to drive. All inputs required on behalf of the driver are minimal and throttle and braking response are excellent, allied to that incredible view down the bonnet. It's a delight and it's fair to say that there's nothing else quite like it.

Nor, we suspect, will there ever be.

The home market 25th anniversary edition is more exclusive than the US one, with just 25 sold.



Detail changes mark N901 WHP out as late-model Range Rover, but its shape is as instantly recognisable as tht of the car originally launched in 1970.





WILL LAST



The impressive amount of torque lends an immediacy to the throttle response and makes this two-ton machine feel surprisingly sporty and exhilarating.



Even after recognising the ignition barrel from a humble Rover 200, you're still made to feel special as you get comfortable behind the wheel of this Range Rover.

Range Rover timeline

1970

The original Range Rover makes its debut in two-door form only. It famously pairs Land Rover off-road ability with Rover saloon luxury.

1981

After many years of various coachbuilders offering four-door Range Rovers, Land Rover finally offers its own. At the same time, fabric upholstery replaces PVC as standard.

1982

A Chrysler three-speed automatic gearbox is added to the Range Rover's options list. It's replaced in 1985 by a smoother ZF four-speeder.

1988

The Range Rover goes further upmarket as the Vogue SE is introduced, which offers customers a wood and leather cabin for the first time.

1990

Range Rover Vogue's V8 grows from 3.5 to 3.9 litres. This year also see the car's 20th anniversary marked with a run of 200 Charles Spencer King (CSK) special editions, all of which are painted black.

1992

Air suspension replaces coil springs on the top models, notably the 4.2-litre long wheelbase Vogue LSE.

1994

Second-generation Range Rover debuts – though the original isn't quite finished yet.

1996

The last first-generation Range Rover (the car driven here) is driven off the production line by Noel Edmunds.

FIVE TRIALS

We enjoy the Range Rover 25th Anniversary and put it fully to the test

1 DAILY DRIVING

Although a rare edition such as this is unlikely to be subjected to the daily grind, there's nothing preventing you using a late four-door regularly – contributor James Taylor explains how he does just that in his Our Classics update on page 22. In the case of 'our' 3.9, there's ample torque to take the stress out of start-stop traffic and your fuel consumption will only take a major hit if you try to out-drag other road users. Visibility is excellent given the large glass area, but it is difficult to get a sense of where the corners of the car are, which can make parking tricky.

2 IN THE SERVICE BAY

Many owners service their own Range Rovers, but later, more expensive cars tend to get specialist care. Expect to pay around £150 for an annual service, £250 for a biennial intermediate service, while the major service (every four years) is around £400. The air suspension's poor reliability reputation is largely unfounded. If the air springs have been recently replaced, all the better. However, where one or more has failed, the compressor will eventually burn-out attempting to fill the leaking springs, and this soon gets very expensive to rectify.

3 ON THE SHOW CIRCUIT

Range Rovers, especially first-generation examples, have long been considered classics and unless a show adheres to a strict cut-off date, you're unlikely to be turned away by the organisers of your favourite local car show. This year being the Range Rover's 50th birthday, expect plenty of events across the UK to be mark the occasion with special displays. The Range Rover Register has already confirmed that it will be holding a special anniversary rally at the Haynes Motor Museum in Yeovil, this summer, with further details to come in our news pages as they're announced.

4 THE LONG WEEKEND

It's fair to say that occupants will be comfortable over long distances in a Range Rover. The ride is smooth, it's civilised inside owing to effective sound-proofing and the engine is unstressed at speed. There's also plenty of space for four people and a week's worth of luggage in the boot. This is a vehicle that really is as well-appointed as it is practical. Meanwhile, the 80-litre fuel tank ensures that you should easily cover 300 miles between fill-ups, though with average economy figures in the region of 21mpg it will prove a tad costly if you're planning cross-continent journeys.

5 THE B-ROAD BLAST

Coil-sprung Range Rovers have a reputation for impressive roll mid-corner, while still being secure and sure-footed. The latter is also true of this Range Rover with its air suspension, though without nearly as much lean in the corners. The recirculating ball steering is power-assisted and as such lacks feel and precision. It's also quite slow, so does require generous inputs, but it's easy enough to make allowances for this. The auto 'box will let you accelerate, and the immediate throttle response does mean that it feels quick, which makes the whole experience feel very engaging.



1990s Range Rover Vogue's bored-out 3.9-litre V8 has an extra 20bhp and a lot more torque than the 3.5.

ENGINE 3947cc/V8/OHV **POWER** 185bhp@4750rpm **TORQUE** 235lb ft@2600rpm **MAXIMUM SPEED** 110mph **0-60MPH** 11.3sec **FUEL CONSUMPTION** 14-22mpg **GEARBOX** RWD, four-speed automatic **ENGINE OIL** Castrol Magnatec 10w40 4.9 litres **GEARBOX OIL** Castrol TQ-D 2.7 litres

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(Above prices apply for more numerous Vogue SE, not 25th Anniversary models, which cost considerably more).

THE CCW VIEW

There was a time in the 1980s when motoring columnists questioned how a vehicle whose design was essentially unaltered could justify an ever-swelling price tag. Yet even the Range Rover's most pointed detractors knew that there was a demand from a wealthy clientele happy to pay whatever they needed to own what remained a unique vehicle throughout its 25-year life. It was – and continues to be –

a status symbol, but one deserving of the hype, being astonishingly easy to drive.

Prices may no longer be at rock-bottom, but where the two-door Range Rovers are now being vacuumed up by investors and collectors, the four-doors are still affordable, being a fraction of the price that they were when new, all without losing any of what makes the earliest examples such desirable machines.

THANKS TO The British Motor Museum in Gaydon, Warwickshire, for allowing us to get behind the wheel of its historically-significant exhibit. Expect to see it on show throughout this year as part of the Range Rover's 50th anniversary celebrations. ■ 01926 641188 ■ britishmotormuseum.co.uk

WHY RANGE PRICES WON'T SOAR THE BIG STORY, PAGE 28

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"The FTC tablets arrived very promptly and I added them to the tank. The change in performance was noticeable within a very short time. Where before, there had been a little lag and hesitation, there was now just instant, on-tap power. I'd assumed that it might make a bit of a difference but not as big and startling as this. In a big, heavy 4x4! It's no understatement to say that the car really does go like a rocket now. And in terms of emissions, first thing each morning I used to reverse up my driveway through thick clouds of black smoke, but now, there is nothing! On the first long run for work there was also a very noticeable increase in fuel efficiency which, when calculated, equates to well over £20 on a full tank. So, the car is doing way better mileage than ever before and probably more than it should actually do! Just by adding some little pellets to the tank, the car has completely changed its behaviour. Its faster, smoother, has way better acceleration, economy and no exhaust smoke. Jack, a friend of mine bought FTC at the same time as me. He called to ask what I thought but, before I could say anything, he said, "Tim. I'm gob-smacked at the difference they've made to the performance". All the lads in the local have now got themselves some and many work colleagues too. It's fair to say that I'm still astounded by how well FTC works."



"The emissions have dropped from 2.46 to 0.10 l/m just by adding FTC" D Harris, Dorset



"The saving on fuel is easily 10%, if not higher" John Meggison, Co. Durham



"Absolutely brilliant results off-road and on-road too" Trevor Reece, Shropshire



BEFORE

AFTER

"The Abarth is definitely more eager to please since using FTC; acceleration is better and the engine note is more 'throaty' than before. It's now quicker and more fun to drive, just like having a new car again. What impressed me most though is the economy! Would I recommend? YES, wholeheartedly." Heather, Dorset

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LIVING WITH CLASSICS

Our tales from the driveway, garage and out on the open road

OUR CLASSICS

TACKLING TEETHING TROUBLES

MGF is back to being a daily driver, but there are niggles for Mike to iron out



MIKE LE CAPLAIN
PRODUCTION EDITOR

2001 MGF 1.8i

This is a stroll down Memory Lane, and no mistake. Back in late 2011, my wife and I swapped cars while she was on maternity leave, so she got my practical (if rather tedious) diesel estate and I got the MGF – just as winter was drawing in. I did my daily commute in it for almost a year and loved it.

Well, here we go again (albeit for different reasons) and the old stager has wasted no time in reminding me what a capable everyday car it is. I admit – snowflake that I am – that I'm missing my modern's heated seats and Bluetooth wizardry, but all of that goes out of the window when I wake up to clear skies and know that I'll be blasting into work with the roof down, less 18-year old MG on Peterborough's Nene Parkway and more Group C screamer blasting up Eau Rouge. I do have an over-active imagination...

OWNED SINCE
April 2011
MILEAGE SINCE
LAST REPORT 151
TOTAL MILEAGE 83,376
LATEST COSTS
£40

Inevitably though, the temporary transition from fair-weather toy to daily driver has thrown a few issues into sharp relief. The first to raise its ugly head was the 'check engine' dashboard warning light, which blinked unexpectedly into life during the drive home, one evening. Ever the pessimist, I gingerly nursed the car home, fully expecting the K-series engine to detonate at any moment, only for Hall's Garage's OBD fault reader to reveal, a few days later, that it was just an exhaust catalyst sensor having a bit of a

hissy fit. No big deal, then – and clearing the fault code extinguished the light – but I'm going to have to get it sorted because the warning light is back on again and it's driving me potty.

Then, having returned from a cobweb-clearing Saturday afternoon blast, I discovered that the offside front indicator was loose. Hanging out, in fact. Closer investigation revealed that one of the plastic securing tabs had snapped – some time ago, by the looks of it – and instead of just replacing it, someone had tried to bodge it with a load of what looks like silicone bathroom sealant.



Reason behind 'check engine' light isn't sinister, but it's driving Mike round the twist.

Necessity being the mother of invention, I initially jammed it back in place with a bit of folded cardboard, then resorted to the slightly more high-tech approach of some double-sided sticky tape, but a more permanent fix was needed.

The good news is that eBay came up trumps with a second-hand unit that – unlike some others currently for sale thereupon, bafflingly – isn't cracked and has all of its securing clips intact and in place. The bad news is that it cost me forty quid. I've since learned that earlier orange indicator units are ten-a-penny, whereas the smoked grey ones like mine are more akin to rocking horse manure. Go figure.

More recently, I've also noticed a fair bit of wind noise coming from

the area where the new hood meets the top right-hand corner of the windscreen, but since dropping the driver's window an inch effectively cancels it out – and I drive it with the hood down as much as possible anyway – I think I can live with it for now.

Especially when, come my lunch break, I no longer just go for a walk or sit in the car reading a book – I drop the MG's hood and head off on a for-the-hell-of-it blast into the Cambridgeshire countryside where I've discovered chocolate-box villages and cracking driving roads that I would never have known about otherwise.

Classic commuting – you really can't beat it. Looking forward to plenty more of it throughout 2020...



Misshapen lump of plastic and sealant was some genius's idea of a long-term fix for the loose front indicator.

What next?

James discovers that his life's savings (of light bulbs) are no more



JAMES TAYLOR
ROVER DEVOTEE

1991 RANGE ROVER VOGUE SE

'Bad news,' said my friend Douglas, after helping me reverse the Range Rover out of a driveway. 'You've got no brake lights.'

He was right. I'd had at least one that morning (I'd seen its reflection), but now I had none. So I headed for the spare bulbs box. Now, I've been collecting them since at least 1979, removing them from redundant light units and even buying them by the handful from a scrappie I used to visit regularly. And do you know what? I had no brake light bulbs at all. I'd used the last of my

collection – my life's savings – when the P4 'Cyclops' needed one.

Well, okay. Replacing a couple of bulbs is no big deal. But I did have to do a double-take at the cost. It's a long time since I've actually bought any...

Meanwhile, the question of continuing to use the Range Rover as everyday transport remains under review. The real issue isn't running costs: it's that I can't get started on any of those jobs that might take longer than a weekend, because I need to use the car during the week. So improvements have had to take a back seat to simple maintenance, simply due to time constraints.

In parallel, I've recently become very interested in the Rover R8 (200 and 400) series cars, and the news that there was a rare 400 Tourer for sale not too far from me wasn't much of a help.



Range Rover in its natural habitat – a petrol station.

Then along came an invitation to a special re-run of the original 1989 launch by the 200 & 400 Owners' Club. So I enjoyed a blast in the Range Rover down the M4 to the event in darkest Wiltshire.

At that event, I got to drive the very first production car, thanks to owner Jeremy Howson – a car that featured in CCW earlier in the year – and those feelings of temptation became rather more intense...



James actually had to buy new bulbs.



Temptation at the Rover 200 & 400 Owners' Club event.

OWNED SINCE July 2014 // MILEAGE SINCE LAST REPORT 1685 // TOTAL MILEAGE 110,390 // LATEST COSTS £5

ALL-YEAR ROUND CLASSICS

One of the real boons of modern classics, such as those featured here, is that the driving fun doesn't have to stop just because it's winter. I'm definitely jealous of Mike, who's currently using his MGF as his daily.

CHRIS HOPEFEATURES EDITOR



p24

Keepers: One family's continued love affair with their globe-trotting Jupiter



p26

£1k Challenge: 2020 Action Plan for our high-mile Galant is go!



Next week: Our load-lugging Swede get a fresh pair of front wings



Mike's busy spending his lunch hours discovering new driving roads and pretty villages near the office.



Not exactly what you want to see following a spirited drive on some empty B-roads...



Desperate measures – folded piece of takeaway pizza box comes to the MGF's rescue.

THIS WEEK IN OUR FLEET...

DAVID SIMISTEREDITOR



1977 RELIANT Scimitar GTE

New Year's resolution – get the SE6a out to a show as soon as possible. It's been hibernating in the garage for far too long.


JAMES SADLIERMANAGING EDITOR



1999 PEUGEOT 406 Coupé 3.0 V6

Previously remedied noises coming from the driver's side suspension strut have re-emerged. Suspect it'll need yet another visit to the menders.

MIKE LE CAPLAINPRODUCTION EDITOR



2001 MGF 1.8i

OHR will be at both MGLive! and MGF25 later this year. Oh, and I want to double the Midget's usual annual mileage to 1000, too.

JON BURGESSNEWS EDITOR



1966 VOLVO 121

2020 needs to be the year of the 'Amazon'. I need to sort the brakes and repair the sunroof cable that I broke – then finally start putting miles on the thing.

CHARLIE CALDERWOODEVENTS EDITOR



1999 BMW 318Ti

I've got a few bits to sort, including the parcel shelf and a window seal. I'd really like to pair the BMW with another classic this year, though...

CHRIS HOPEFEATURES EDITOR



1980 TRIUMPH TR7 DHC

My New Year's Resolution is use my coupé once a week (at least) over summer. Easy enough, right? Well, I've failed on the past three attempts!

RICHARD GUNNSENIOR CONTRIBUTOR



1989 SAAB 900 Turbo

I was hoping my Saab would return to the road for its 30th birthday. That hasn't happened. Something to aim for during 2020, then...

NICK LARKINEDITOR-AT-LARGE



1989 AUSTIN Maestro

Been sitting in the garage doing nothing since failing its MoT last year. It will definitely be on the road, and potentially for sale, too!

ALSO ON THE FLEET

David Brown 1999 Rover 200 BRM.
Steve Berry 1970 Reliant Scimitar.
Richard Kilpatrick 1992 Jaguar XJS.
John Lakey 1984 Opel Monza.
Nick Larkin 1960 Austin A55.
Alex Riley 1981 Triumph TR7 Conv.
James Taylor 1950 Rover P4.
Fuzz Townshend Austin 7 Special.

Battery packing

Changing over a battery should be easy, but it helps if you buy the right one in the first place



RICHARD GUNN

VOLVO APOLOGIST

1994 ROVER 216 SLI

Never believe everything you read on the internet. When I got my Rover, its battery was already dodgy. But a period of summer inactivity pretty much killed it. Faced with two trips to London, which I didn't particularly want to end with me hanging around at midnight waiting for the RAC, I decided to replace the battery. A sale at Halfords convinced me

further. The online checker, using the Rover's registration number, specified an HB075 unit, with £12 off to bring the price down to £70. I made sure I could remove the old Lion battery first, then I drove down to Halfords in another car, handed in the old battery for disposal and got a new one – verifying again in-store that it was correct. I remember thinking it seemed a little larger than before, but specs do occasionally change. Plus the Rover is such a mongrel that the battery in there may not have been the right one anyway. Of course, it turned out to be far too big. The only way to shoehorn it into place was to

disconnect the air filter pipework, which then wouldn't go back together with the battery in situ. So I resorted to some Rover forums, finding out an HB075 unit was fine for 218 and 400 models, but 214s and 216s required an HB063 item. Halfords was wrong. So, it was back to Halfords, who substituted the right battery and, as a bonus, gave me a refund of £21. The only issue seemed to be that the radio stopped working completely, but unplugging its rear wiring seemed to sort things. And the Rover made it to London with no issues. Well, aside from some minor overheating on the M11, but that's another story...



Another day, another few hours grubbing around in an engine bay.



The HB063 battery was the right fit, snugly nestling in the gap without fouling the air filter ducting.



Radio stopped working during the battery swap. Removing it and unplugging it briefly solved the silence.

OWNED SINCE November 2018 // MILEAGE SINCE LAST REPORT 155 // TOTAL MILEAGE 69,245 // LATEST COSTS £49



Keith spent most of 2017 restoring his Jowett Jupiter.



KEEPERS

1952 JOWETT JUPITER

Raced, rallied, burnt, restored... it's been a busy 50 years for Keith's Jupiter

KEITH CLEMENTS HERTFORDSHIRE

I was looking for a car in 1969 and one of my engineering friends described the Jowett Jupiter – for which I had seen an advert – to me as “a space-framed, aluminium-bodied, flat-four sports car”. We both went along to see it, and I bought it, though the big ends and main bearings went on the ten-mile drive home. The seller agreed to pay for the repair, which I did myself. I put the engine back in right as Apollo was landing on the moon!

‘After I put the engine back together, I spent three months

getting the car ready for my commute; it was my only car until the gearbox seized a year later. Luckily, I had already amassed a load of spare Jowett bits back at my parents’, so I hauled them over to my flat in my new MGA and rebuilt the ‘box in there.

‘I was nearly thrown out for doing that, but fortunately my girlfriend – who later became my wife – offered me her dad’s garage to finish it off in.

‘The Jupiter was a family car at first – even towing a caravan – with my daughter strapped in

between us. I started racing it in the 1980s and rallying in the 1990s, too.

‘The car has been on many foreign trips, having visited 27 countries, and I try to take it regularly to local car club meets to spread the word about Jowetts. The Jupiter has also been used as a VIP taxi at the Goodwood Revival and it did the Yorkshire Pudding Run earlier this year.

‘I have always done all the work myself, even though I am not in the trade. I prefer to restore or renovate than buy new, even if the parts are available, because replacements are often inferior.

‘The engine caught fire a couple of years ago, however, so my friend and I gave it a complete restoration in time for its 50th

year with me. Underneath the red paintwork that it had worn for most of its life we found that the car was originally maroon, so we returned it to that colour.’

‘It’s doubtful I will ever sell it. My daughter has a Jupiter of her own and the Javelin that was my wife’s. The car is part of the family and will last longer than I will.’



‘It was a family car at first - even towing a caravan - with my daughter strapped in between us’

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WHAT WE RECKON

‘Few people own a car for ten years, let alone 50. The car didn’t turn just Keith into a Jowett man, though – it made both his daughter and late wife Jowett devotees, too. Clearly the memories now wrapped up in this car make it irreplaceable. I’m so glad that Keith and his fellow Jowett enthusiasts got the car back to the fantastic condition it is in today after the fire – not only does it look great in maroon, but it would be sad for it to be stuck in the garage after everything Keith and his Jowett have been through.’

CHARLIE CALDERWOOD
EVENTS EDITOR



THE INSURER'S VIEW

‘To own a car for half a century is an amazing achievement and it’s great to see that Keith’s daughter owns a Jupiter of her own. This goes to show how families can be bonded by a shared interest and is one of the reasons why we love what we do. The car is obviously priceless to Keith but we would encourage him to consider an agreed value policy so the true value of the vehicle would be realised if the worst should happen.’

ANDREW EVANSON
LANCASTER INSURANCE



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THE HIGHLIGHTS AND LOWLIGHTS

1988



WIN AT SILVERSTONE

‘I won the International Police Federation race at Silverstone in 1988, and I also took part in the MG T-Series over three years.’

1990



CROSS-COUNTRY

‘I competed in six winter LeJog rallies. Preparation for these was extensive, converting a race car to a winter rally car.’

MARATHON RUNNER

‘After competing in five marathons I was invited back as an International Classic Rally Pioneer to take part in the 10th Paris to Marrakech. My daughter Amy co-drove this time. We had a very eventful journey that bonded our relationship.’

1998



2012



BALTIC TOUR

‘After my wife died, a friend from Los Angeles and I embarked on an unassisted and unaccompanied Baltic tour to 13 countries, raising more than £10k for cancer charities. We visited many car museums along the way.’

2018



TO THE HILLS...

‘The Jowett Car Club rally in Switzerland became an excuse to take the freshly-restored Jupiter to revisit the circuits and hill climbs where it had competed 30 years ago – Spa, Reims, Mulhouse, Monza, Stelvio, Falzarego. I still remembered the bends.’



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THE £1000 CHALLENGE

RUNNING CLASSICS ON A SHOESTRING

THE ROAD TO REDEMPTION

Our Galant already has a holiday hangover, so we're whipping it back into shape

1991 MITSUBISHI GALANT GLSi

THE STORY SO FAR

Miles driven 0
Total mileage 237,532
What's gone wrong
We're getting the clutch fixed



CHARLIE CALDERWOOD

Our Galant has become the white elephant of the office car park. It soaked up more than £400 of CCW's coffers to get it through its MoT in November and then the clutch bearing went on our first major trip since then. I was so disappointed with the car – not to mention exhausted by the 190-mile journey home from the Pennines without a clutch – that the car has also become the proverbial elephant in the room, with no-one daring to mention the car in my presence.

Well, I'm over the betrayal and ordeal now, though unfortunately

OUR GALANT'S CHECKLIST

- Fix the clutch
- Take it to Europe
- Tackle a week of motorway commuting
- Tidy up the bodywork
- Service it again
- Hit 250,000 miles!

cars don't heal in the same way. We've just sent our Galant off to have its clutch fixed, and since we're replacing the bearing, we might as well replace the clutch, too. Sinking ship analogies firmly ignored – with the amount that we've spent on the Galant lately – I'm more determined than ever to get as close as possible to the 250,000-mile target that I first established when we bought the car.

We've covered 10,000 miles so far – enough for the Galant to need its second oil change in our care, but not even halfway to our target from when we bought it, at 227,000 miles.

In fairness, the Mitsubishi had a long layoff when we first picked it up as we sorted out the timing belt and tyres, which were in desperate need of replacement. Still, we need to cover

MILES FROM OUR TARGET

0 1 2 4 6 8

the remaining 12,000 or so miles at a quicker rate than we have so far.

A trip to the continent is an easy way to pile on the miles, and the car's easy cruising nature actually makes this a comfortable option. In much the same way, we'll carry on using the Galant for any and all shows that we cover in the UK; it must have been to at least ten last year and doing so formed a large chunk of our mileage.

I also plan to push the Galant into the sort of work that it is arguably designed for – my motorway commute. I've done the 40-mile journey to and from work in the Galant plenty of times before, but I think it is time to put it through a week or two of solid commuting – proving that the old girl can still cut it as a daily driver, that is.

I'll also try to get some of the small blisters of rust that are peeping out from the edges of the Galant's bodywork cleaned up in the coming months, too; this should help us to find it a new owner when it comes to part ways with the car. Not that it's the only sub-£1k CCW car with a to-do list; David's got plenty of work planned for the Polo, too (see right).

Until that point, however, my plan is relatively simple – I'll be thrusting the Galant's keys in the general direction of any and all members of the CCW team who attempt to leave the office!



Charlie wants to get small rashes of corrosion like this spot on the wheelarch sorted.

DAVID'S PLANS FOR OUR VW POLO

Service it We've already changed the tyres, replaced the breather pipe and sorted the iffy brakes, so an oil/filter change is a top priority.

Make it motorway-friendly By which we mean sorting out the wind noise from the ripped door seal and replacing the broken stereo.

Tidy it up We reckon K757 JMA could be a bargain show-stopper with a few cosmetic tricks, so we've got plans to make it look even better.

Find out what it really does to the gallon So far it's touched 48mpg and with a fresh service and the breather pipe sorted we reckon it can do even better. Could we get it back home to Wolfsburg on one tank of fuel?

Take it to DubFreeze We reckon it'll fit right in at this winter show, but are still weighing up whether David's brave enough to camp there overnight. In February.

FANCY YOUR OWN £1k CHALLENGE THIS YEAR?



1999 MGF £800

59,000 miles. Factory hard-top, serviced every 5k miles. MoT Sept 2020. Not being used. Some small jobs to do. Powys.
01568 616266



1995 VOLVO 960 £950

147,000 miles. Leather interior, sunroof, towbar, new alternator, owned for nine years, MoT July 2020. Cheshire.
07801 456462



1990 HONDA ACCORD £995

62,000 miles. 2.0 Xi auto, air-con, interior like new, few small jobs to make perfect. MoT May 2020. London.
07948 030599

CCW'S SUB £1k BUYS CLASSIFIEDS, PAGE 62



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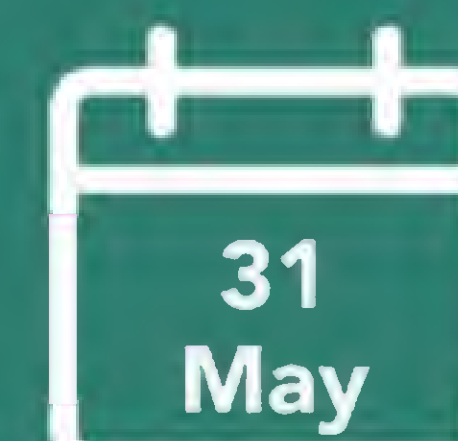
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WHY RANGIE PRICES WON'T

Britain's mud-plugging hero is in the spotlight this year – but that doesn't mean a quick profit

This year marks the Range Rover's half-century – but auctioneers and traders that CCW spoke to said that an ongoing correction in prices across the wider market – and the fact that Range Rover prices have already risen significantly – means that it's unlikely that values will climb higher in 2020. And that's good news for buyers.

Brightwells' head of classic cars, Matthew Parkin, said: 'In the normal course of events, one would expect a 50th birthday for

such an iconic design to set values on an upwards trajectory. There's bound to be a ruck of press articles about this wonderful go-anywhere, do-anything machine and so the Range Rover will be front of house, in a year with few centenaries to celebrate other than Alvis.

'As everybody knows, early Range Rover prices have gone bonkers over the last few years, but experience shows that 2019 saw something of a correction, the supply of nicely restored examples at least matching demand. So for 2020, I suspect that

the 50th birthday celebrations will help to stabilise values rather than see any significant increase.'

It's a view echoed by The Market's Tristan Judge. He said: 'An anniversary rouses additional publicity and interest, which in the case of the Range Rover may well positively affect the supply and demand situation.

'First-generation Range Rovers have an appeal that transcends the classic car world meaning that there can be a big audience for the nicest 1980s examples.'

Would-be owners needn't despair, though, because a healthy supply in all conditions and across many values satisfies almost all demand.

Charterhouse's Richard Bromell said: 'With the Rangie hitting 50, I'm not convinced that we will see a spike in the market for them in 2020; it's a very broad market and there are plenty of motors available, from £1000 up to six figures, with plenty of choice from daily drivers, Suffix A, CSK or even fire engines.

'Having sold many over the years, I think that they always attract

buyers who bid on them for what they are rather than celebrating when production started.'

The final words goes to Matthew Parkin, who practices what he preaches by owning an early example: 'As the owner of a nice '73 Suffix B, I probably should be talking the values up, but if you can find one at sensible money, your outlay will be stored in a safe place where you can enjoy the party – just don't expect to turn a double digit profit by the end of next year.'

Richard Barnett



2019's Range Rover buys included the last-ever two-door made, which sold for £46k, but failed to break its auction estimate.



'It's a very broad market, with so many available'

CLASSIFIED GEMS

Cars that caught our eye in this week's ads

AUSTIN A35



1957, £1750, ono, 2-door very sound body, new clutch, exhaust, alternator, braking system, non-original seats, but originals inc. 01934 751216, Somerset

p42

Austin A35
Bodywork is the main priority when it comes to A35s, so this car's description is promising. It won't be perfect at this price, but would make a good driver with strong mechanicals.

BMW 320i



1990, 131,000 miles, £3000 ono, Nautical Green, service history, v.g.c., just had cambelt, water pump, tyres, 12 months MoT, 0161 8341951 8341951, High Peak

p44

BMW 320i
Any E30 3-Series at this price with a six-pot is worth considering. It may be the less desirable four-door, but that shouldn't deter you if it's free from rust. It's an even better deal if it is a manual.

SUNBEAM RAPIER



1969, £3995, ono, probate sale. 1725cc with o/d. Blue with grey int. Virtually rust free, in daily use. MoT Feb 2020. 07743 425893, 01424 218639, Hastings

p56

Sunbeam Rapier
Rapier 'fastbacks' rarely appear, and this regularly used but rust-free car, is exactly the sort you should buy. Just be sure that you can get the history, it being a probate sale. A new MoT wouldn't go amiss, either.



THIS WEEK'S HIGHLIGHTS

Bonhams' lovely Aston Martin DB4GT deserved to do well and it did. Barons' sale was utterly rammed with punters, but with a decent-sized offering, that was hardly surprising.

RICHARD BARNETT, MARKETS EDITOR

p32

Auctions: Bonhams' and Barons' last 2019 sales end with a bang

p36

Buying Guide: How to spot the good Bugs - and Beetles that are bodged

p38

Cash-Free Classics: Your cash safe in an SLK - if you buy well

SOAR

WORTH EVERY PENNY...

CSK UK-only two-door special edition is particularly sought-after, and is still doing well at auctions. Three of last year's top ten Range auction results were for CSKs, including one that Bonhams hammered away for £46k at its Goodwood Members' Meeting sale.

Restored, early two-doors

The earliest Range Rovers, in the right condition and with full history, are still fetching big money. Silverstone sold just such a car at its NEC sale for a healthy £41,625.

WORTH A HAGGLE

Modified two-doors

Mathewsons sold a TDi-engined 1974 car for £4838 last July, and Barons hammered away a 1972 car with a later four-door body for just over £5k last February.

3.9-litre Vogue

There are plenty of early Nineties models, excluding projects, selling at auction for between £1500 and £3k. There are plenty out there, so there's no need to shell out a fortune for a decent example.

WELL BOUGHT

RICHARD BARNETT
MARKETS EDITOR

It's a white ex-wedding car - but it was priced accordingly.

Ex-wedding cars - especially white ones - are an absolute no-no to many would-be Shadow owners, whatever the condition or the estimate. Barons was pretty canny with its £5000-6000 estimate because while Shadow prices haven't risen greatly (other than for the finest, low-mileage immaculate examples) any good car should sell.

Here comes the ride

Why this ex-wedding car turned out to be a great deal

CAR 1972 Rolls-Royce Silver Shadow **SOLD** £5170 **ORIGINAL ESTIMATE** £5000-6000 -Barons, 26 October

Being an earlier Shadow I must have helped, surely?

Indeed. It's worth bearing in mind that Shadows fall into the two distinct camps created by the Shadow I and II. The later model is always regarded as being better to drive thanks to steering and suspension improvements, but it lacks the earlier car's cleaner lines. However, the white colour did it no favours, making it less desirable with bidders - but better value for serious would-be owners.

Its condition made up for the less-than-ideal history.

In a nutshell, it wasn't anywhere near as bad as some that have been offered recently. The rear wheelarches were beginning to bubble in places, but they weren't beyond redemption and repair sections are available. The sills had some corrosion, too, and the driver's side front wing had some grey primer where a repair had been carried out. For any savvy buyers, that primer

warranted a better look but rather than being a deterrent could have signalled a spurring-on. Why? Because some might have been put off, and with fewer bidders comes a greater chance of buying at a good price. Other than what we've noted, it was good enough.

It was in good mechanical nick, too.

A recent brake overhaul (new pipes and calipers) was pleasing and a new battery had been fitted. There were MoT test certificates back to 1986 through to the

end of 2017, showing 7500 miles covered in the past 13 years.

The new owner got a decent deal.

For all the moans about white ex-wedding cars, this had all the fundamentals right, being a more desirable early model with signs of being looked after. By going for an example that other Rolls-Royce followers would give a miss, the new owner has picked up a sold Silver Shadow at a thoroughly agreeable price.

How this Silver Shadow compares

CONCOURS	£20,000+
VERY GOOD	£14,000-20,000
GOOD	£9000-14,000
USABLE	£6000-9000
PROJECT	£2000-6000
THIS CAR	£5170

TOP 10 CHEAPEST BUYS

Sold at auction in 2019 (excludes projects)

1 1999 Peugeot 306 Cabriolet £200, Charterhouse

2 1993 Ford Fiesta LX £210, Morris Leslie

3 1996 Ford Mondeo £300, ACA

4 1989 BMW 535i SE £300, SWVA

5 1999 Mercedes-Benz SLK 230 £300, SWVA

6 1996 Renault 19 £300, SWVA

7 1999 Jaguar XJ8 £320, Morris Leslie

8 1988 Austin Metro City X £333, CCA

9 1992 Land Rover Discovery £333, CCA

10 1998 Ford Escort 1.8 Si £340, ACA

CLASSIC RISERS

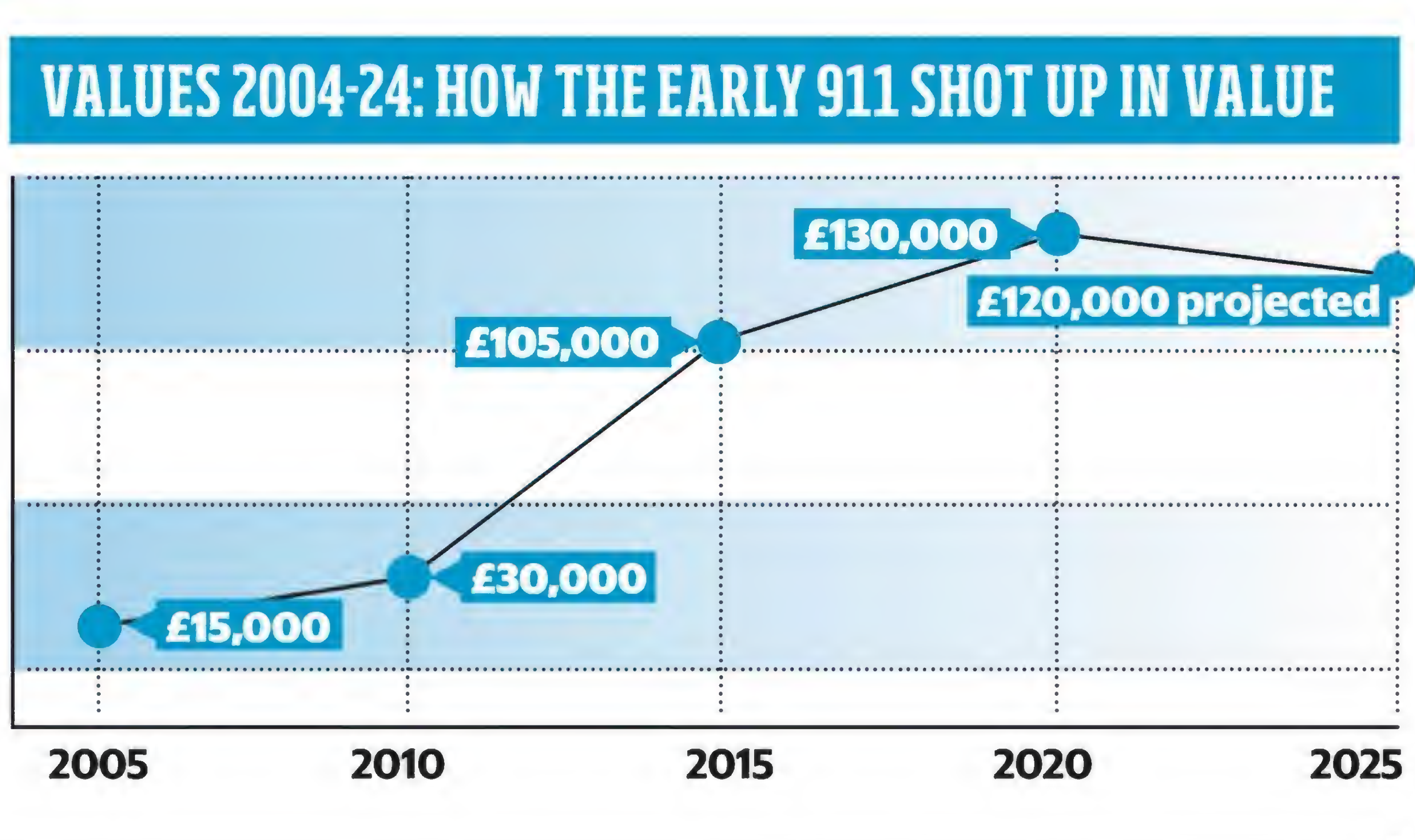
PORSCHE 911 (1964-67)

We're talking about the 911 in its earliest, purest form - the two-litre, short-wheelbase model that

picked up where the 356C left off. It's had some of the biggest jumps in value for any 911 derivative, with a decent example that could have been yours with change to spare from £20k back in 2005 now costing nearer £100-1300k. We've also seen some concours and examples being advertised for considerably more than that by some classic dealers.

THE CCW VIEW

Being the one that started it all gives this 911 a particularly strong pull with buyers, which helped boost values as the wider market strengthened. What we're seeing now, though, is a disparity between the high prices achieved at auction by the very best examples, and prices nearer £65-80k for the rest, bringing down the overall average - something we've also seen with other higher-end classics on the UK market. David Simister





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AUCTION REVIEW BARONS, SANDOWN PARK. 10 DECEMBER

GETTING IN THE FESTIVE SPIRIT

1980 MGB GT

Almost all classic sales seem to require an MGB and this was no exception, with several on offer. Here was a late example that had covered a warranted 32,000 miles from new and after time in storage had been re-commissioned and treated to

a chrome bumper conversion. Some restoration had been carried out in the past, too.

**SOLD
£7590**

The paint was smart and deep, the bodywork very tidy with good shutlines and the interior smart. Add in some new external trim that further lifted its appearance, and this was a good offering.

Classic car Christmas shoppers boost Barons' final outing of the season

Barons' last sale of the year – the fittingly titled Christmas Classic – saw punters aplenty keen to bag a buy before the festive season got fully underway.

'Seasonal' weather failed to dampen the spirits of the seriously large crowd and the general feeling within the sales hall was one of keen, upbeat interest.

While there was the usual good selection of traditional classics (MGBs and Jaguar E-types, not to mention a brace of first-generation Mustang notchbacks), many of the later cars – ones deserving of the 'modern classics' epithet – were off to new homes and little outlay would have put a decent usable motor on the driveway for not much more than a festive round of drinks.

Top price of the day was the highly commendable £129,800 paid for a 2015 Land Rover Defender Works 70th, but there was plenty for those on a smaller budget to choose from, including a 1924 Palladium Victor, which made £16,500.

All in all, this was a good-enough end to the year, and Barons is back at Sandown Park on 25 February with its Classic Winter Warmer sale.

023 8066 8413
barons-auctions.com

MARKET VIEW

51 cars sold

£9313

average paid
(including premium)

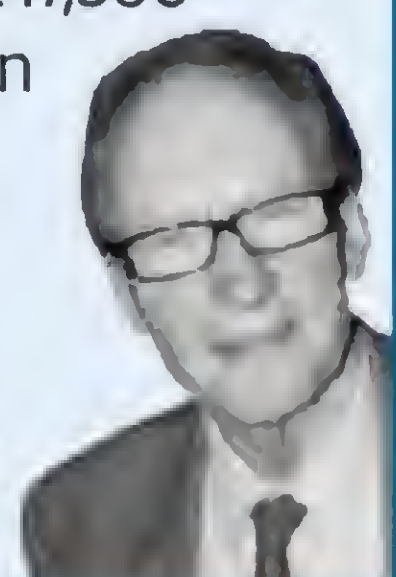
£474,976

sale total

57% sold - by sale end

The final sale of the year for classics in the UK included a Land Rover Defender Works V8 70th Edition, which made £129,800. A Front Line Developments 1974 MG GT was also provisionally bid to £47,500 and sold afterwards for an undisclosed amount.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



**SOLD
£7370**

1997 ROVER MINI COOPER SPORT

A former Jersey car that showed 12,800 miles, Barons' Cooper was described as being completely original, bar the replacement radio. Regular servicing and constant expenditure were positive signs, the last service having been carried out in November. Body-wise all was good, although there were some marks but that wouldn't have been too arduous or expensive to put right. The alloys were good, as was the interior. Barons punters clearly weren't going to give up on this one, smashing through the £3000 upper estimate by more than £4300.

1924 PALLADIUM VICTORY

West London-based Palladium was in business from 1912 to 1925 and this one was powered by a Dorman 1.5-litre sidevalve. While scruffy it was believed to be complete, having spent years in dry storage. The first owner kept it until 1953, it was restored in the mid-1970s and the catalogue noted that the rebuilt engine was running well when it went into storage. Bodywork was straight and sound but the paint was crazed. The interior was pretty much all there and just needed a good clean. A first-rate offering.



**SOLD
£16,500**

AUCTION REVIEW BONHAMS, LONDON. 4 DECEMBER

A big result to finish the year

£2.3m Aston and £575k Ferrari help Bonhams to end 2019 on a high

Another auction house, another big season-closer. Unlike its Goodwood outings, Bonhams' 4 December sale was more akin to the Veteran sale – fewer cars, but all highly desirable. Among them were several Ferraris and Porsches, but the 1961 Aston Martin DB4 GT lightweight catalogue cover car made the highest price of the day. Strong money was handed over elsewhere in the sale, however, including £575,000 for a 2001 Ferrari 550 with Zagato Barchetta bodywork – one of three built and the only right-hand drive example. A good effort, then, especially if you took the time of year and the general election – held just over a week later – into account.

■ 020 7468 5801
■ bonhams.com



1961 ASTON MARTIN DB4GT LIGHTWEIGHT

The debate of conservation versus restoration is always controversial, but here was a case of the former being the route to take. Described as the 'missing lightweight', this 1961 DB4GT had been in one owner's hands since 1965 and boasted known ownership

history from new, but it was wasn't a concours-restored example, rather one that had been maintained and used. The (possibly Elusive Blue) paint – changed from its original Wedgewood Blue – was fair while the remarkably original bodywork was

good bar a few dents and scratches. The inside was original, and while the carpet had seen better days every other aspect, while patinated, was in fine order. With the engine rebuilt by Aston Martin Works Service in 2007 this was the star of the sale.



1965 JAGUAR 3.8 'COOMBS EVOCATION'

This Coombs evocation wanted for nothing, having been restored in 2014. The bodywork was superb, the paint very, very good and shutlines spot-on. The leather, wood and

headlining were all top-class – add in Coopercraft brakes, alternator and a heated rear window, and here was a great example bought for way less than it would cost to create.



1994 ASTON MARTIN VIRAGE VOLANTE

This special Virage boasted Aston Martin Works maintenance, 34,000 miles on the clock, a manual gearbox and HRH The Prince of Wales among its previous owners. Using the

standard, non-wide body, it was extremely good order, from the body and paint to the mushroom interior. Not cheap, but highly appealing to Aston Martin collectors.

MARKET VIEW

12 cars sold

£426,838

average paid (including premium)

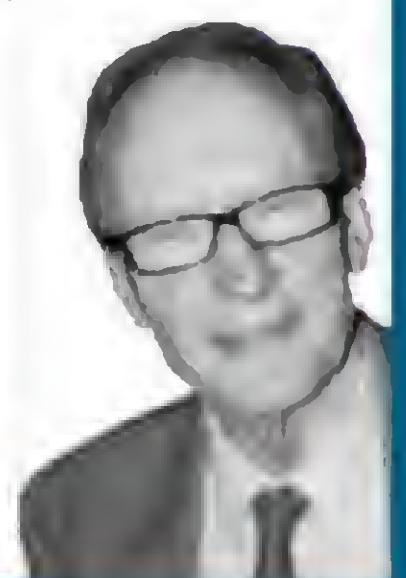
£5,122,050

sale total

34% sold - by sale end

This was the fourth sale for the UK market leader in five weeks, during which buyers splashed out nearly £9m on 112 classics, spending an average of £80,045 per car.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



CARS SOLD/FOR SALE AT AUCTION 4-10 DECEMBER

BARONS SANDOWN PARK. 10 DECEMBER

YEAR/MAKE/MODEL	EST	£SOLD	COND'
2006 Aston Martin V8 Vantage	£23,000-27,000	£22,000	2
2003 Audi 80 convertible	£1800-2500	£1750	2/2+
2005 Audi TT 150 convertible	£2500-4000	£2750	2
1991 BMW 318i Cabrio	£3500-4500	£5280	2
1998 BMW Z3	£1400-2000	£1200	2
2001 BMW 320i convertible auto	£2500-3500	£3080	2
2001 BMW 520i SE	£3000-4000	£3300	2
2002 BMW 525i SE individual	£2700-4000	£3190	2
2003 BMW 330i M-Sport convertible	£3500-4500	£3740	2
2003 BMW 525i Sport Touring	£2800-4000	£3520	2
2005 BMW 330CD Spt convertible	£3000-4000	£3630	2
2006 BMW 630i Sport convertible	£6000-8000	£7700	2
2006 Chrysler Crossfire 3.2 convertible	£3000-4500	£3520	2
1989 Citroën 2CV6	£2500-3500	£3000	2
1964 Ford Cortina 1500 estate	£5000-6500	£5500	3
1966 Ford Mustang notchback	£8000-11,000	£8360	2

YEAR/MAKE/MODEL	EST	£SOLD	COND'
1966 Ford Mustang 289 notchback	£20,000-24,000	£23,100	2/2+
1970 Ford Cortina 1500 estate	£4000-5500	£5000	3
1996 HMC Healey	£18,000-25,000	£19,800	2/2+
1967 Jaguar 420 project	£2000-4000	£1050	4
1997 Jaguar XJ Sport 4.0	£n/r	£950	2
2006 Jaguar XJ Sovereign TDVi	£4500-5500	£5170	2/2+
2000 Land Rover Discovery 2 4.0	£900-1500	£1050	2-
2014 Land Rover Defender Works 70th	£115,000-150,000	£129,800	2+
1986 Lotus Excel	£3000-5000	£2420	3
2003 Mazda MX-5 1.8i Nevada	£1750-3000	£2530	2
1999 Mercedes-Benz C200 Elegance est	£2000-3000	£2640	2
2002 Mercedes-Benz 500 CLK Elegance	£3000-4000	£3025	2
2002 Mercedes-Benz SL 500	£5500-8000	£7920	2/2+
2003 Mercedes-Benz 320 CLK cvtble	£2800-4000	£3520	2
2005 Mercedes-Benz 500 CL	£4000-6000	£4070	2
1971 MGB Roadster	£10,000-12,500	£12,100	2/2+
1974 MGB GT F'line D'pments	£60,000-80,000	not disclosed	2+
1977 MGB Roadster V8	£8500-12,000	£11,000	2/2+
1977 MGB Roadster	£6500-9000	£6380	2
1980 MGB GT	£7000-9000	£7590	2/2+

YEAR/MAKE/MODEL	EST	£SOLD	COND'
2004 MG RV8	£17,000-22,000	£19,200	2/2+
2001 MGF Trophy 160	£1700-2500	£2150	2/2+
1924 Palladium Victory	£19,000-25,000	£16,500	3
2000 Porsche Boxster 3.2	£2000-3500	£3355	2
1997 Rover Mini Cooper Sport	£1900-3000	£7370	2/2+
2000 Range Rover 4.6 Vogue	£n/r	£1350	2
2004 Saab 9-3 Aero convertible	£1900-2500	£2310	2
1967 Sunbeam Alpine GT	£n/r	£14,300	2/2+
2005 Suzuki Jimny 'targa'	£2500-3500	£3080	2
1989 Volkswagen Golf GTI Cabrio c/w 16v	£3750-5500	£3630	2/2+
1968 Volvo P1800S	£4500-7000	£9075	3
1980 Volvo 244DL	£3000-4000	£3300	2/2+

BONHAMS, LONDON, 4 DECEMBER

YEAR/MAKE/MODEL	EST	£SOLD	COND'
2013 Alfa Romeo 8C spider	£175,000-200,000	£197,800	2+
1961 Aston Martin DB4GT lightweight	£1.5-2m	£2.367m	2
1988 Aston Martin V8 Vtg X-pack	£300,000-340,000	£324,300	2+

YEAR/MAKE/MODEL	EST	£SOLD	COND'
1994 Aston Martin Virage Volante	£225,000-275,000	£235,750	2+
2009 Aston Martin DBS V12	£100,000-130,000	£122,700	2/2+
2001 Ferrari 550 Maranello	£90,000-120,000	£120,750	2+
2001 Ferrari 550 Barchetta Zagato	£500,000-700,000	£575,000	2+
2016 Ferrari F12tdf Berlinetta	£670,000-740,000	£605,000	2+
2017 Ferrari F12 Berlinetta 70th	£300,000-400,000	£339,250	2+
1965 Jaguar 3.8 'Coombs evoc	£48,000-58,000	£51,750	2+
2014 Mercedes-Benz G63 5-dr	£100,000-130,000	£109,250	2+

1-4 CONDITION GUIDE

- 1: Excellent condition – concours can be much more
- 2: Good – sound usable condition
- 3: Average – running with MoT
- 4: Project – in need of restoration

AUCTION CALENDAR

25 JANUARY Anglia Car Auctions, The Cattlemarket, King's Lynn, Norfolk PE30 4NB
■ 01553 771881 ■ angliacarauctions.co.uk

31 JANUARY SWVA, 61 Ringwood Road, Parkstone, Poole. Dorset BH14 0RG
■ 01202 745466 ■ swva.co.uk

8 FEBRUARY Mathewsons, 8 Pickering Road, Thornton-le-Dale, Pickering YO18 7LH
■ 01751 474455 ■ mathewsons.co.uk

9 FEBRUARY Charterhouse, Bath & West Showground, Shepton Mallet, Somerset BA4 6QN ■ 01935 812277
■ charterhouse-auction.com

22 FEBRUARY Coys, London Classic Car Show, Olympia, Hammersmith Road, Kensington, London W14 8UX
■ 020 8614 7888 ■ coys.co.uk

22 FEBRUARY Morris Leslie, Errol Airfield, Errol, Perth PH2 7TB ■ 01821 642574
■ morrisleslie.com

22-23 FEBRUARY Silverstone Auctions, Race Retro Classic & Competition Car Sale, Stoneleigh Park, Coventry CV8 2LG
■ 01926 691141 ■ silverstoneauctions.com

25 FEBRUARY Barons Classic Winter Warmer, Sandown Park Racecourse, Surrey KT10 9AJ ■ 023 8066 8413/8409
■ barons-auctions.com

4 MARCH Brightwells Classic and Vintage, Leominster, Herefordshire HR6 0DE
■ 01568 611122 ■ brightwells.com

7 MARCH Historics, Ascot Racecourse, Berkshire SL5 7JX ■ 01753 639170
■ historics.co.uk

18 MARCH H&H, Imperial War Museum, Duxford, Cambridgeshire CB22 4QR
■ 01925 210035 ■ handh.co.uk

19 MARCH Dorset Vintage and Classic Auctions, Henstridge Airfield, Henstridge, Somerset BA8 0TN ■ 01963 363353
■ dvca.co.uk

21 MARCH Mathewsons, Pickering Road, Thornton Le-Dale, Pickering, North Yorkshire YO18 7LH ■ 01751 474455
■ mathewsons.co.uk

21 MARCH Bonhams MPH, Hanger 113, Bicester Heritage, Bicester, Oxfordshire OX26 5HA ■ 01869 229477
■ mph.bonhams.com

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CLASSIC CAR AUCTION



ROVER 80 1960
GOOD HISTORY FILE
ENTERED BY 3RD OWNER



FORD CORTINA 1600E 1970
RESTORED 2 YEARS AGO
MANY NEW PARTS



MORRIS MINOR CONVERTIBLE 1967
ONE LADY OWNER FROM NEW
PRICED TO SELL



ROLLS ROYCE 25/30 LIMOUSINE 1937
COACHWORK BY WINDOVERS
RESTORED IN 2002



ROVER MINI COOPER LOOKALIKE 1990
FULL LIST OF MODIFICATIONS
ON OUR WEBSITE



MORRIS MINOR TRAVELLER 1962
A FINE EXAMPLE
LOSS OF GARAGE FORCES SALE



TVR CHIMAERA 1998
64,400 MILES FROM NEW
FULL SPECIALIST HISTORY



DAIMLER LIMO AUTO 1986
LOSS OF STORAGE FORCES
SALE



LAND ROVER S2 1962
"BERTY" IS TO BE SOLD AS
A RESTORATION PROJECT



BMW 525 E AUTO 1986
ONE DRIVER FROM NEW
EXECUTORS SALE



MORRIS MINOR 1956
FANTASTIC HISTORY FROM 1957
A SOUND CAR



AUSTIN A30 1955
USE AS IS OR RESTORE
GREAT STARTER CLASSIC



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PLUS VEHICLE ESTIMATES

A HAPPY NEW YEAR AT SWVA!



FRIDAY 31ST JANUARY 2020 - 10.30AM



ROVER MINI MAYFAIR 1993
COMPLETELY REBUILT BY
GEMMA THOROGOOD



CADILLAC LASALLE 50 SERIES 1938
OUT OF THIS WORLD!
COMPLETELY RESTORED



MERCEDES 280CEW AUTO 1986
HUGE HISTORY FILE
116,000 MILES FROM NEW



TRIUMPH VITESSE CONVERTIBLE 1969
GOOD EXAMPLE
RAERLY USED HENCE SALE



MERCEDES SLK 230 1999
37,890 MILES FROM NEW
GOOD HISTORY FILE



MG M TYPE 1930
RECENT ENGINE OVERHAUL
COSTING OVER £11,500



MG B GT 1971
68,340 MILES FROM NEW
3 OWNERS



ROVER MINI COOPER 1.3i 1992
RESTORED OVER 4 YEARS BY
THE VENDOR

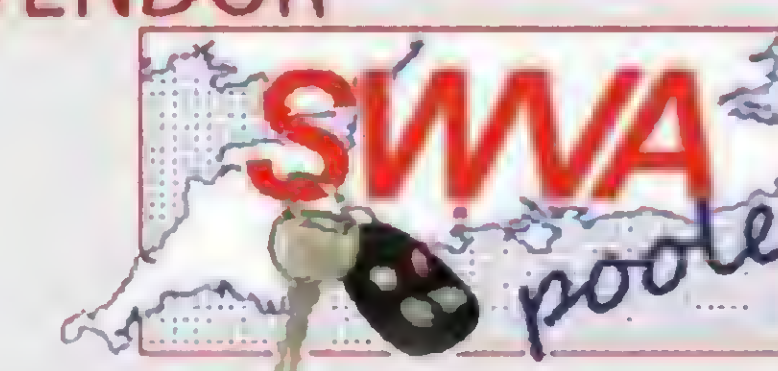
OUR PICK OF THE WEEK



BENTLEY SPECIAL 1950
STUNNING EXAMPLE BEING SOLD
DUE TO VENDOR MOVING ABROAD

WWW.SWVA.CO.UK

QUALITY NOT QUANTITY



BUYING GUIDE

1200/1300/1500 (1965-78) VOLKSWAGEN BEETLE

Build quality, ease of repair and limitless modification options make Beetle ownership a popular proposition. Here's how to find – and buy – the best of the breed

Few cars can match a Beetle for character – almost every detail, from the clatter of the air-cooled engine to the cutesy face straight from the 1940s marks it out not just from modern cars, but other classics.

It wasn't just character that allowed VW to sell 22 million Beetles, though – it was its durability that won it legions of fans – particularly in Latin America, where production only ended in 2003.

We're focusing on the cars built in Europe from 1965-78 because most of the cars in the UK are from this period.

VW also released the 1302 in 1970, which featured MacPherson front struts and reworked rear suspension, as well as a 1600cc engine. A curved windscreen, plastic dashboard and subtly reworked front end were added in 1972 to make the 1303 or 'Super Beetle'. This was an attempt to modernise the car and was

sold alongside the traditional Beetle as a stop-gap until the Golf arrived, but with the exception of the suspension, you'll be looking out for almost exactly the same things with a Super Beetle as with a contemporary standard 'Bug'.

As a classic prospect, the car majors on its usability and many are still driven daily today, benefitting

from good motorway manners when compared

to rivals such as the Minor and 2CV.

There's plenty of luggage space – especially in the 'frunk' – while the simplicity of the air-cooled engines means that it's easy to fix.

The Beetle isn't a

'driver's car' – the steering is hardly sporty and the weight distribution combines with swing-axle rear suspension to dangerous effect if pushed too hard – but it's easy enough to improve the straight-line performance.

WORDS Charlie Calderwood and Chris Randall
PHOTOGRAPHY Stuart Collins

'It wasn't just character but durability that won it legions of fans'

WHAT TO LOOK FOR

CHECK THE BOXER ENGINE

Oil leaks tend to come from the rocker cover gaskets and crankshaft oil seal; fixing the latter is fairly involved because it involves removing the gearbox. Noticeable movement at the crank pulley (try pulling it back and forth) means that there's excessive crankshaft end float and an imminent rebuild is needed. Oil changes every 3000 miles are advisable, so be very suspicious of a car whose owner cannot prove that it has been regularly serviced. Lumpy running can be caused by perished hoses, an ignition system past its best or valve gear in need of an overhaul. Whatever the issue, however, experts can remove a Beetle's engine within a matter of minutes, so labour costs should stay low.

CHECK IT FOR CORROSION

For all their build quality, Beetles will still rust like any other '60s classic. Bolt-on wings ensure that they are easy to replace, as are bonnets, doors and boot lids. Trickier corrosion spots include the windscreen surround and heater channels – a box section running the length of the car on either side, roughly under the doors. This hollow space transfers heat from the engine to the interior and suffers internal condensation. Repair panels are available, but it's a labour-intensive job.

MAKE SURE IT STAYS COOL

Overheating – generally caused either by poor tuning or hard driving – will quickly ruin an otherwise sound engine. Check cooling flaps to be sure that they aren't corroded and make sure that the thermostat hasn't failed or been removed. The tin ware surrounding the engine is important in controlling air flow so make sure that it's not damaged or missing, while corroded heat exchangers can allow fumes into the cabin with potentially dangerous consequences, so check them carefully.

5 WAYS TO MAKE IT BETTER

1 LOWER IT

With torsion bars at the rear on all models, lowering the rear end is a simple case of further twisting the bar to lose about 2.5 inches off the height per spline – though fitting aftermarket shock absorbers is advisable. The front is a bit more difficult, but you can buy complete front beams ready-made for lowering. Weld in your own adjusters or fit 'dropped spindles' – the latter being the most thorough method for maintaining ride comfort.

2 SWAP THE ENGINE

The ease of which the Beetle can have its engine removed and fitted is one of its great strengths. Aftermarket engine supplies are rich, therefore, allowing you to buy complete refurbished units in the spec of your choice. Even a reconditioned stock unit will be noticeably better than a

tired old engine, but it costs relatively little extra to have your new engine fitted with some uprated components.

3 IMPROVE ELECTRICS

Pre-1967 Beetles will see increased reliability by switching to 12-volt electrics, but all Beetles benefit from being upgraded to a modern fuse box, complemented by relays on high-draw circuits such as the headlamps. This will also make it possible to fit more powerful headlight bulbs if you choose, though an alternator conversion is advisable if your car is fitted with a generator.

4 IMPROVE THE SOUND

Part of the appeal of the Beetle is its peculiar engine note, so why not make the most of it and fit a performance system? With tuning it will increase power output and sound



(within sensible limits), too. Many systems include the heat exchangers, which are a crucial safety component – there's your rational justification!

5 CHROME IT UP

A key part of the Bug scene is customising your VW's looks. Whether your preference is ratrod, Cal look or stock (which you may need to de-modify your car to achieve) everything you could want is available to buy... for a price. 'Blade' bumpers are very popular, while classic Fuchs alloys are a common wheel choice. The world, however, really is your oyster.

WHY I LOVE MY BEETLE

BRYAN HALFPENNY

Bryan has owned his 1971 Volkswagen Beetle for three years. He says: 'I was just looking to buy a classic and the Beetle popped up online. I'd always wanted a '71 because I was born in 1971. I took it absolutely everywhere when I first got it because it was so much fun to drive. You have to drive

them, and think about what you are doing. Every gear change matters. I take it to nearly every VW show and I took it to France last year.

'Mine's been scarily reliable. I've not used it that much this year – I drove it after it had been standing for two months and it started up straight away.'

Bryan says that his 1971 Beetle's reliability is 'scary'.





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**CCW's
Volkswagens
FOR SALE**
Up for grabs
on p56-58

WHAT YOU NEED TO KNOW

PRICE WATCH

Concours	£10,000-12,000
Excellent	£7500-9500
Usable	£3500-7000
Project	£1500-3000

Beetle prices have begun to slowly level off after booming spectacularly earlier in the decade, though ultra-low mileage cars and other extremely collectable cars are still breaking records. Relative values are fairly predictable; older cars are more valuable than newer and of the newer Beetles, those with larger engines are worth the most.

The exception to this is the Super Beetle, which is often the cheapest way into Beetle ownership despite its larger engines, because many find its styling awkward.

Unlike many classics, however, modifying a Beetle doesn't strip it of all of its value. Those who choose to follow well-trodden routes, such as the iconic Cal-look, can even increase the value of their car when it comes to 1970s Beetles.

SPECIFICATIONS

Engine	1493cc/flat-4/OHV
Power	53bhp@4200rpm
Torque	78lb ft@2600rpm
Maximum speed	78mph
0-60mph	22.5sec
Fuel consumption	25-32mpg
Transmission	RWD, four-speed manual

(Specifications are for 1967 Volkswagen Beetle 1500)

PARTS PRICES

Exhaust silencer	£82.96
Front wing	£69.95
Front bumper	£76.50
Recon gearbox	£994.96
Full carpet set	£324.95
Shock absorber	£31.96

(Prices from VW Heritage)

INSURANCE QUOTE

1975 Volkswagen Beetle, worth £9000. Standard quote: £80.20 or £98.20 with agreed value. Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL. Disclaimer: Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



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LOOK FOR SUSPENSION WEAR

The suspension is a straightforward arrangement of telescopic dampers and torsion bar springs, but needs checking for rot around the mounting points and general wear and sagging. Overhauling the drum brakes is a relatively cheap and easy job, but check the steering for excessive play – this can be adjusted, but old boxes will soon run out of available adjustment. So too, a car whose steering wheel is reluctant to return to centre probably has an over-tightened steering box.

IS IT JUMPING OUT OF GEAR?

The four-speed transmission can suffer from worn synchromesh and bearings, so check for any nasty noises or jumping out of gear on the overrun. Difficulty in selecting gears is often a result of linkages that are out of kilter, which is easy to sort, but test a gearbox that has this issue thoroughly to be sure that it isn't indicative of general wear. Removing and overhauling the gearbox is very easy, however, so don't be too put-off by a car with engine or transmission issues if the body is in good order.

INSPECT THE INTERIOR

Perished window rubbers will contribute to a dissolving floor, and you must ensure that all the electrics work as they should. Old wiring and poor modifications are potential issues; while the Beetle switched to 12-volt electrics in 1967, earlier cars may also have been converted. Seats are likely to have sagged if they haven't yet been replaced or re-stuffed and while generally hard-wearing, carpets and seat covers will need refreshing by now. All of this is available, but is worth bargaining over.

Original accessories like this stylish storage shelf are highly sought-after.



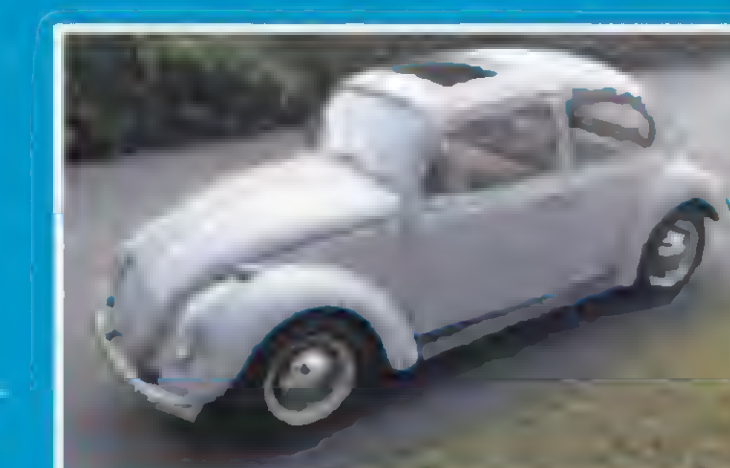
VOLKSWAGEN BEETLES FOR SALE

classiccarsforsale.co.uk

1965 VOLKSWAGEN BEETLE, £10,500 Sunroof, recent respray in original Fontana Grey, new carpet, re-upholstered seats and re-built engine. Devon. 07976 717933

1970 VOLKSWAGEN BEETLE, £7450 Cal-look Beetle rebuilt in 2001. Recent award winner. Porsche seats and Fuchs alloys. London. 07939 226075.

1971 VOLKSWAGEN BEETLE, £5950 Excellent condition with original interior. With previous owner for 32 years. Surrey. 07503 982055.



THE CCW VIEW

CHARLIE CALDERWOOD,
STAFF WRITER

'The Beetle must surely be one of the easiest 1960s/1970s classics to enjoy, thanks to their durability, huge spares supply and massive supporting community. If what you're primarily

looking for in a classic is character, then it is very hard to go wrong with a Bug – there's nothing quite like them. And maintaining/repairing one is well within the realms of a decent DIY-er.'

CASH-FREE CLASSICS

(1996-2004)

MERCEDES-BENZ SLK

Fun and classy, but a safe bet? Here's how to bag an SLK that won't cost you dear come sale time

Mercedes killed the SLK (now renamed SLC) off earlier this year, which is a shame because the SL's stylish little brother ('K' stands for 'Kurz', meaning 'short') was a fun and practical alternative to the Porsche Boxster from day one, with a very cool folding metal roof.

You can afford to be picky today because all models are still quite plentiful, apart from the rapid, 349bhp SLK 32 AMG, of which only 263 were sold in the UK and almost all of which survive – there are about 200 on the road. Look around and you'll find no shortage of decent-looking four-pots and V6s for less than £4k, often with quite modest mileage. But you'll need to invest more legwork and money to find a 'cash-free' classic – the kind that will continue to stand out, and hold its value after you've had your fun.

Comprehensive histories are common, so resist being impressed unless all the service stamps are from main dealers or specialists. Later models generally have more power, more equipment and more cachet, and unmolested ones will hold their value better; they're worth plumping for, as well as the fruitier supercharged and V6 engines.

It's vital to ensure that the complex roof works as it should, but rust is the SLK's main weakness; stories abound of 'pristine' SLKs actually being rotten underneath. The only way to make sure that a car has a chance of holding its value is for you to get down and dirty and check the underside for yourself – thoroughly.

It's worth the effort, though, because first-gen SLKs are currently somewhat overlooked outside of Mercedes circles. And that makes them conspicuous value.

Theo Ford-Sagers

RAISE THE ROOF...

...and then lower it again. The complex folding metal roof (it uses five hydraulic rams) needs to be in good health because fixing it can be very costly, despite the relative ease of sourcing parts. Lack of use causes its microswitches to fail. Check the service history for fluid changes, too.

CHECK THE CABIN CAREFULLY

Frayed seat bolsters, loose door trim and non-functioning switches are your main concerns. You might get lucky and find replacements from breakers, but a shabby interior will render a car unviable as a cash-free classic. It'll need to be very pretty to stand out when you come to sell.

LOOK FOR CORROSION

Only the best cars can preserve your investment in the long run. The bodywork has a few clearly visible weak points (wheelarch lips and bonnet edges, for example) and a few hidden ones, so scrutinise the sills and inner wheelarches, subframes and suspension.

SEE HOW THE SLK DRIVES

On Kompressor models, listen for noisy supercharger bearings; the fix will be at least £500. There are also reports of later cars suffering oil contamination of the ignition advance solenoid. Unmatched tyres or uneven tread wear are typical signs of indifferent ownership.

CHECK THE ELECTRICS

The complex electricals are prone to glitches in the event of water ingress. Parts are usually cheap, but the labour involved in tracking faults down can be significant. For example, a non-functioning roof may be due to failure of a cheap relay, and the circuit board for the rear lights can melt.

WHAT TO PAY
£4k-10k

ENGINE 3199cc/V6/DOHC **POWER** 215bhp@5700rpm **TORQUE** 228lb ft@3000rpm **MAXIMUM SPEED** 152mph **0-60mph** 6.9sec **FUEL CONSUMPTION** 20-32mpg **TRANSMISSION** RWD, six-spdr man

THREE WE'VE SEEN THIS WEEK



2000 MERC SLK 320 £5795

Linarite Blue and 17-inch AMG alloys make this a striking SLK. It has full service history, its condition is reportedly 'immaculate' and its mileage is a modest 42k. Check for rust – it began life on Guernsey. **BUY IT FROM** Epping Motor Company, 01277 365415, eppingmotorcompany.com



2002 MERC SLK 320 £8995

Low (31k) mileage, high-spec and full service history set this ex-Jersey example apart. Goodies include a leather interior with heated seats, and the overall condition looks lovely. **BUY IT FROM** Devonshire Motor Company, 01323 423002, devonshiremotorcompany.co.uk



2001 MERC SLK 32 AMG £10,995

This seemingly immaculate black-on-black example of the full-fat AMG model is a serious contender. There are 64k miles on the clock and the seller promises that it has 'wanted for nothing', including new front wings. **BUY IT FROM** Private seller, 07495 314074, classiccarsforsale.co.uk

WHAT WE RECKON



MIKE LE CAPLAIN
PRODUCTION EDITOR

'It seems incredible that the sort of money that buys a mint MX-5 NB or MGF/TF is now enough to bag a very good SLK. The catch is that where the Mazda and MG are relatively straightforward, the Merc is an altogether more complex animal; it's critical, then, that the car you buy has enjoyed kid-glove treatment and fastidious maintenance. Get it right and you're laughing. But get it wrong...'

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- Mercedes-Benz Owners' Club. mercedes-benz-club.co.uk
- Mercedes-Benz Owners. mercedesclub.org.uk
- MB Club UK. mbclub.co.uk
- Star Motor Service, Berkshire. 0118 946 2750, startmotorservices.com
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HOW CARS WORK

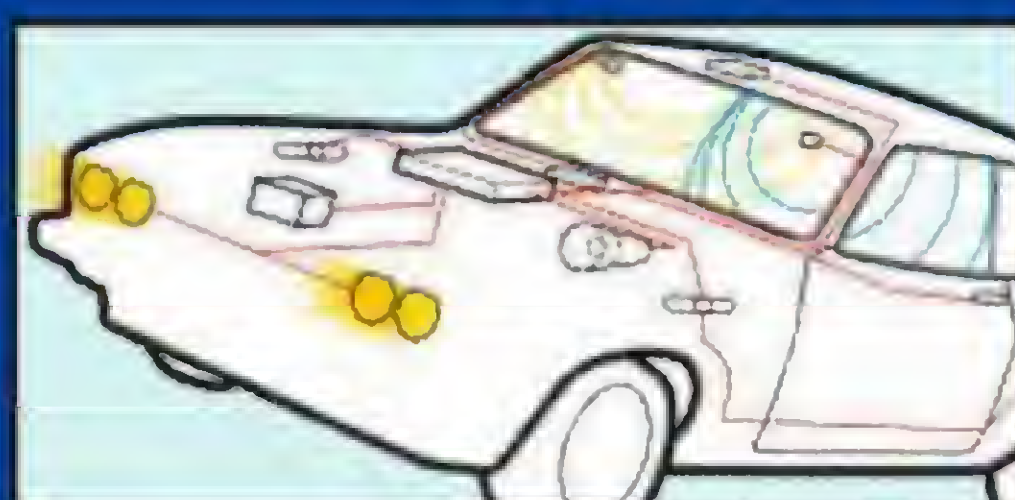
SPECIAL EDITION MAGAZINE

Find out how the key components of your favourite classic cars work in this new special issue magazine, with Fuzz Townshend explaining the evolution of everything from four-stroke engines to overdrive systems. It's packed with Fuzz's easy-to-understand explanations and clear diagrams and is the ideal companion for anyone wanting to understand the basics of how older cars work. It also includes Fuzz's guide to some of the most popular tools used during classic car repairs and some of his top tips for keeping your classic in tip-top condition over the winter months. Don't miss out on this 100-page special issue, from the makers of *Classic Car Weekly*.

FUZZ TOWNSHEND'S HOW CARS WORK

Fuzz Townshend explains how key classic components work

42 Plain English descriptions and diagrams



TRANSMISSION



INTERIORS



ENGINES



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PLUS FUZZ'S WINTER CARE TIPS

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HOW CARS WORK

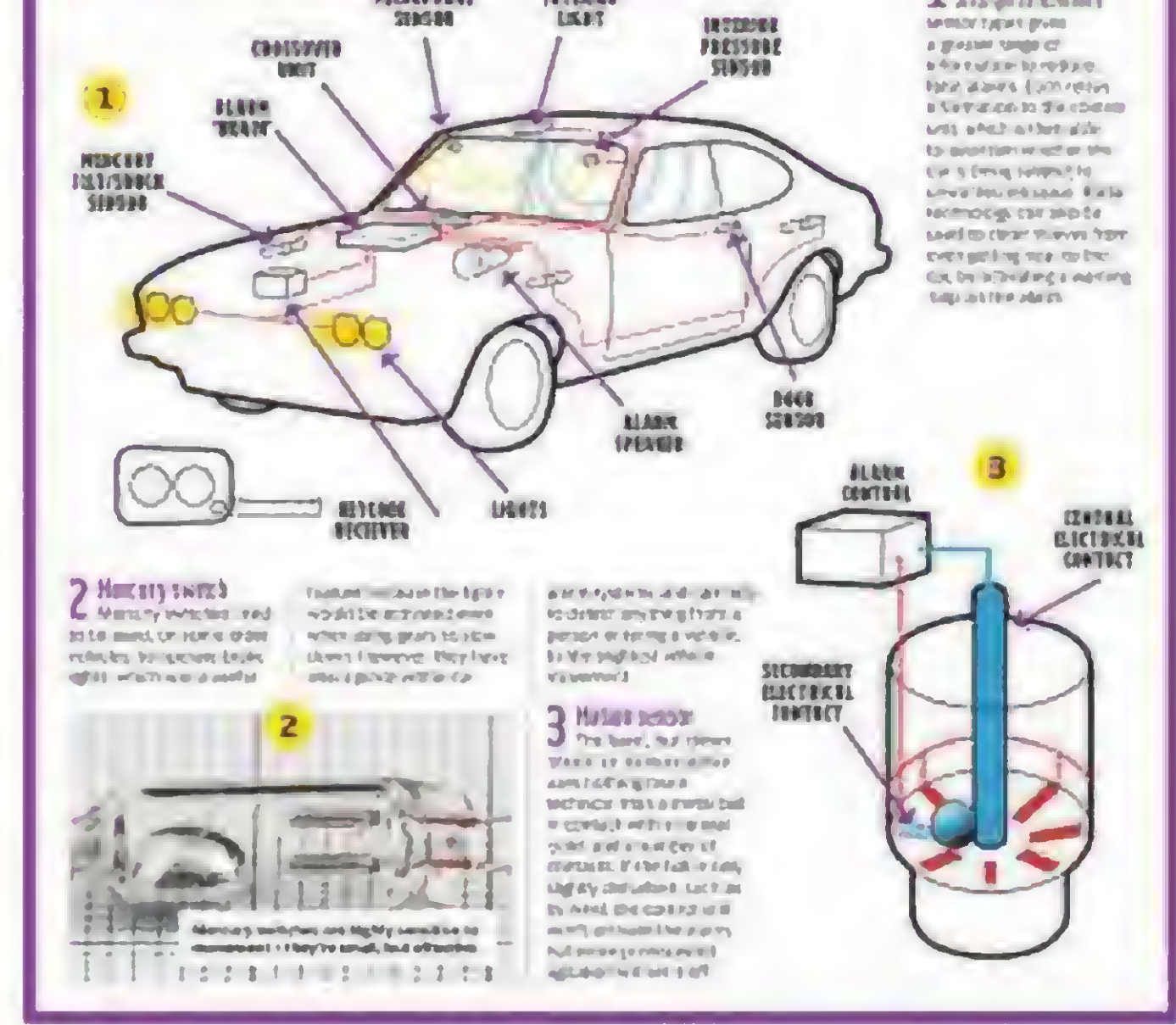
ELECTRICS

CAR ALARMS EVERYTHING YOU NEED TO KNOW

More annoying than someone else's crying child – that's alarms, not Fuzz

Car alarms have been a staple of classic car security for decades. They're designed to deter thieves by making a loud noise when the car is tampered with. But how do they work? Fuzz explains the basics of car alarms, from the simple sirens to the more complex systems that can disable the engine.

HOW CAR ALARMS WORK



A favourite pastime was driving by rows of parked cars, where the resulting low bass exhaust rumble would set every alarm off

At the heart of a car alarm is a siren. This is a loudspeaker that makes a noise when the alarm is triggered. The siren is connected to a battery, which provides the power for the alarm. The battery is usually located in the engine compartment, but can also be in the trunk or under the seat.

The alarm is triggered by a sensor. This is a device that detects when the car is tampered with. There are several types of sensors, including door sensors, motion sensors, and shock sensors. Each sensor is connected to the alarm unit, which then triggers the siren.

Some car alarms also have a remote control. This is a device that allows the owner to disarm the alarm from a distance. The remote control is usually a small, handheld device that has a button that, when pressed, sends a signal to the alarm unit to disarm the alarm.

Car alarms are a useful security device, but they are not foolproof. Thieves can sometimes disable the alarm or bypass the sensors. Therefore, it's important to choose a good quality alarm and to use it properly.

One of the most common ways to disable a car alarm is by disconnecting the battery. If the battery is disconnected, the alarm will not have power and will not work. However, this is a temporary fix and the alarm will still be triggered if the battery is reconnected.

Another way to disable a car alarm is by tampering with the sensors. If a sensor is disabled, the alarm will not be triggered when the car is tampered with. This can be done by disconnecting the sensor from the alarm unit or by damaging the sensor itself.

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HOW CARS WORK

BRKING

DISC BRAKES EVERYTHING YOU NEED TO KNOW

Want to know how brake pads get to grips with their discs? Here's the low-down – anchors away!

Disc brakes are a common type of brake system used on most modern cars. They consist of a rotating disc (the rotor) and two brake pads that press against the disc to slow the car down. The brake pads are held in place by a bracket, which is attached to the wheel hub. The rotor is attached to the axle, which is connected to the suspension.

When the brake pedal is pressed, the brake master cylinder pushes fluid through the brake lines to the brake caliper. The brake caliper then pushes the brake pads against the rotor, which slows the car down. The brake pads are made of a material called friction material, which creates friction when it is pressed against the rotor.

The rotor is made of a material called cast iron, which is designed to withstand the heat and friction of the brake pads. The rotor has a series of grooves, which help to dissipate heat and prevent the brake pads from sticking to the rotor.

Disc brakes are a more efficient and reliable type of brake system than drum brakes. They are also easier to maintain and repair. However, they are more expensive than drum brakes and can be noisier when they are first applied.

One of the most common problems with disc brakes is brake fade. This is a condition in which the brake pads lose their ability to create friction. This can be caused by overheating or by the brake pads becoming worn.

Another common problem with disc brakes is brake squeal. This is a high-pitched noise that is caused by the brake pads vibrating against the rotor. This can be caused by a variety of factors, including worn brake pads, a loose brake caliper, or a dirty rotor.

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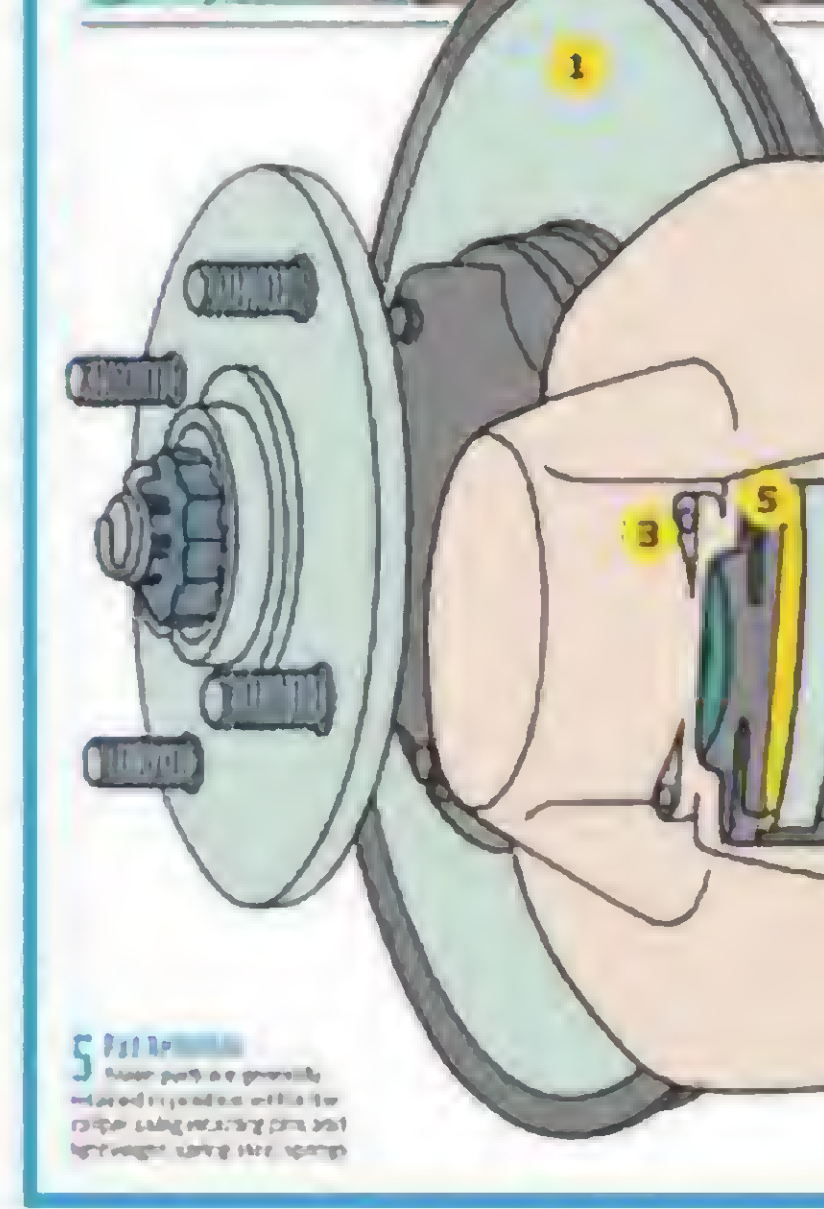
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HOW A DISC BRAKE WORKS



- 1. Disc Rotor**
The disc rotor is a circular metal disc that is attached to the axle. It is designed to withstand the heat and friction of the brake pads.
- 2. Brake Pads**
The brake pads are two small, rectangular pieces of friction material that are pressed against the disc rotor to slow the car down.
- 3. Brake Caliper**
The brake caliper is a bracket that holds the brake pads in place. It is attached to the wheel hub and is pushed against the disc rotor when the brake pedal is pressed.
- 4. Brake Master Cylinder**
The brake master cylinder is a device that pushes fluid through the brake lines to the brake caliper. It is located in the engine compartment.
- 5. Brake Lines**
The brake lines are tubes that carry the brake fluid from the master cylinder to the brake caliper. They are usually made of metal or plastic.

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Example Vehicles: MG B GT 1970 valued £4000 or Morris Minor 1962 valued £3000 or Hillman Imp valued 1968 £1100 or Triumph TR6 1971 £13,500.

THE BEST DEALS INCLUDING 114 CARS NEW TO THE MARKET THIS WEEK IN PRINT | MOBILE | ONLINE

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Chrysler
New Yorker



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ALFA ROMEO

2600



1963, 39,950 miles, £39,950. A true grand touring car, Bertone built sprint body, the 2600 is the most bulletproof Alfa of all time. Fitted with 5-speed manual gearbox and triple 45 Webers, lhd 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

331.5 TI VELOCE SDR



1998, £4,999, 48000 miles, with original service books, factory fitted zander body kit, nice alloys, e/c windows, central locking, also has original Alfa radio cassette 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

SPIDER 2.0



1991, £13,995, Superb, just finished detailed mechanical & cosmetic restoration, new suspension, interior & clutch, rebuilt gbox, 15" Alfaholics alloys, s/s exhaust, rare factory hard top included, excellent history 01992 827157, 07711 630348, Essex (T) www.totalheadturners.com

GTV



1998, 78000 miles, £5000, Full service history, honest and original, owned and looked after by me as a second car/toy for last 10 years, interior is excellent, price reflects exterior. 07967 555878, Long Ashton

2600



1966, 10 miles, £79750, Concours restoration needing completion, imported from California some years ago, UK registered with a current V5, please call for more information. 07980 681519, Leamington Spa

GTV



1968, 98500 miles, £26950, In excellent condition, it's had nearly £6000 spent in the last 3 months, new clutch, new tyres, all work has been done by Alfa specialists, MoT'd recently. 07956 378528, Ascot

ASTON MARTIN

AM V8

1973, £88,000, Open to offers, Alloy twincam 4 Webers, 1 family owned 33 years, service history boxfile, low mileage, silver-blue, recent tyres + battery, original diamond cut alloys (5) remarkable condition, px smaller classic 01722 743681, Wiltshire

DB7 VANTAGE



£33,950, Finished in the desirable colour combination of Malvern Silver with parchment over charcoal trim, this Vantage has covered just 52000 miles with three previous owners and with full service history 01993 849610, Great Horwood (T) www.oselli.com

DB9 VOLANTE



2009, 23,000 miles, £38,950, Auto, perfect main dealer service history, 2 owners from new, titanium silver with chancellor red trim & hood, many extras, showroom condition 07711 618175, West Yorkshire

DBS SIX CYLINDER



1968, £175,000, Finished in Burgundy with new tan interior the car is presented in very good order and mechanically first class condition with engine rebuilt some 7000 miles ago 01993 849610, Great Horwood (T) www.oselli.com

V8 LHD



1980, 9,250 miles, £170,000, 5.3ltr, 23rd produced out of 650, European chrome bumpers and rear panel spec car, very original condition, little history, fully serviced & MoT tested, suto, black leather interior 01993 849610, Great Horwood (T) www.oselli.com

V8 SERIES 3



1974, 97,500 miles, £120,000, 5spd manual gbox, quad over-head cam V8, stunning, all matching numbers, restored cream leather interior, superbly maintained throughout ownership. Bodywork, paint and mechanicals great condition 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

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VANTAGE V600



1998, 28,000 miles, Royal blue metallic with parchment piped blue leather and dark blue carpets 01993 849610, Great Horwood (T) www.oselli.com

AUDI

A4 AVANT



104,000 miles, £5,950, 2.0 TDI e Technik 5dr. Diesel. No mechanical faults. Serviced regularly. Full service history. Excellent interior & exterior condition. Next MoT due 03/12/2019. Two owners. 07770 413851, London

TT 2.0T FSI TURBO



2008, £4,499, 2 door petrol, this Audi is racing red, black leather seats, also 6 speed gearbox comes with 2 keys 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AUSTIN

A35



1957, £1,750, ono, 2door very sound body, new complete clutch, exhaust, alternator conversion, complete braking system, master cylinder etc, none original seats but old seats included, ring for full details 01934 751216, 01934 751216, Somerset

MINI



1982, £10,500, ono, Fully restored, 1300 MG Metro engine, 12inch alloy wheels, front disc brakes & towbar. Will include original 850cc engine with sale. MoT'd until Oct 2020. 07885 830451, Lincolnshire

MINI



1987, 104300 miles, £2250, 10 years of owning it, MoT until July 20, last MoT passed first time with no advisories, starts/runs well, lots of work done, bodywork is structurally good. 07774 402365, Godalming

10/4



1934, 123456 miles, £6950, Original features still intact, good mechanical order with much work done, fitted with modern alternator so ready to drive anywhere, recent new tyres. 01885 489927, Bromyard

1300



1972, 54783 miles, £3700, I have owned this car for many years but now I have decided she needs to go to a new home, no longer requires a MoT, always kept in the garage. 07865 094801, Cranfield

A40



1956, 60000 miles, £5500, In good original condition, everything works well, column change in excellent order, drives really well, good tyres, chrome is good, easy starter. 07870 740194, Eastbourne

A35



1957, 10000 miles, £3500, Good condition, running, has a few spots of surface rust, but body work all intact, the milometer is broken so the mileage is unknown, has had 5 owners. 0208 5202832, Lancaster

7



1935, 84000 miles, £7750, Huge history file comes with this car going back to 1969, thousands have been spent as a rolling restoration, 5 new tyres, very presentable, very pleasant little car. 07552 400899, Llysfaen

PRINCESS

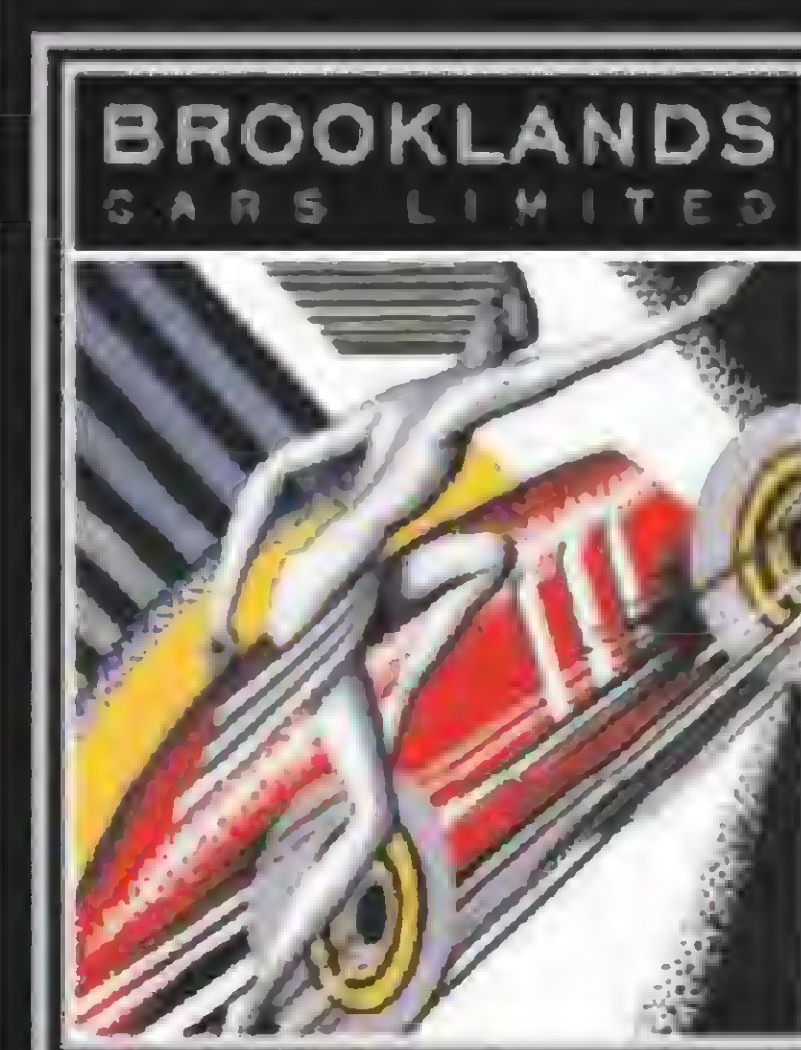


1979, 74000 miles, £4500, Current owner since 1985, restored in the mid-90s and recently fully recommissioned, high spec model, current MoT runs until May 2020. 07887 548830, Pulborough

MINI



1986, 68800 miles, £3500, Paintwork overall is good but bubbling in a few places, interior is great with only a few scratches on dash, serviced beginning of August, always dry stored. 07951 814144, Stratford-upon-Avon



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DAVID SIMISTER EDITOR



PLUS FOUR OF BRITAIN'S LATEST CLASSIC CAR BUYS EXPERTLY REVIEWED
p51 BMW 730i (E32) p53 MGB GT Jubilee p55 Triumph Stag p57 Volvo P1800S

MINI



1967, 60000 miles, £32995. Fully restored rust free, S spec rally recreation, 1380cc engine with MG Turbo clutch, Fast Road Cam with roller rockers + more. 07453 301000, Plymouth

A35



1957, £1750. Very sound body, 2 door, new complete clutch, exhaust, master cylinder and braking system, new alternator conversion, new headlining. 01934 751216, Bleadon

10 4-DOOR



1932, £9,995. Chassis number G1782, in blue/black, dark leather trim, 4 speed, manual, restored over a number of years, four doors, one former keeper 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AUSTIN-HEALEY

3000 MK1 4 SEATER



1959, 95,000 miles, £45,000, ono. Owned for 8 yrs. Substantially rebuilt early 90s, still very nice, done much European touring, excellent weather equipment, wires and good working overdrive, ready to drive without any further work. 07931 357630, West Yorkshire

100/4



1954, 15,000 miles, BNI 1954, restoration 2003. Carmin red, old log book, heritage certificate, ins valuation £55000, overdrive, wire wheels, beige trim, please call 01268 545429, Essex

3000 MARK 2 LHD

1963, £75,000. Colorado red, nut and bolt restoration, 6 months plus, please call Paul if seriously interested 07593 438955, Surrey

FREE!

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Email us at editorial@classiccarweekly.co.uk

3000 MK3 B18



1964, £69,500, ono. Manual/od, concours, just completed, unleaded, new iris blue leather interior + mohair hood + more, walnut dash, low owners, matching numbers, photographic history, rust proof, superb, trial welcome 07840 400569, Bristol

3000



1965, 80000 miles, £39750. Very very original car, rust free, with superb body, heritage certificate, matching numbers, overdrive, older paintwork original interior, new MoT, UK reg. 07973 379057, Lechlade

FROGEYE SPRITE



1961, 60000 miles, £13495. Nice, owned for 2 very enjoyable years, previously restored to a good level about 10 years ago, comes with MoT and has past the last 10 with no advisories. 079415 00571, Dagenham

FROGEYE SPRITE



1960, 59000 miles, £12995. Excellent condition, MoT and tax exempt but clean MoT to May 2020, excellent strong engine, steel body, no rust, wire wheels, electronic ignition. 07881 765335, Royal Tunbridge Wells

100/4



1953, 26,461 miles, £59,950. In extremely original, unrestored condition, the interior has the original blue leather seats, older replacement carpets to the front and gearbox tunnel, mechanically the car is in very good order 01534 864073, Jersey (T)

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BENTLEY

3 1/2 LITRE THRUPP & MABERLY
SPORTS SALOON

1934, £72,500. An attractive and stylish car in fine condition, tastefully finished in very deep green, handsome design, swage lines, quarter bumpers, large sunroof 01248 602649, Gwynedd (T) www.realcar.co.uk

3 1/2 LTR VANDEN PLAS STYLE
'CUTAWAY DOOR' TOURER

1935, £155,000. Freshly completed, all new coachwork, mostly new parts & re-chromed, lots of restoration, engine overhauled, excellent condition, driving nicely, plus invoices 01248 602649, Gwynedd (T) www.realcar.co.uk

4 1/4 LITRE PARK WARD SPORTS
SALOON

1937, £69,500. A smart and sound example, very good all-round condition and benefiting from a great deal of attention by the last owner, in the 1990s, was re-painted and fully re-upholstered, remaining very smart 01248 602649, Glynnedd (T) www.realcar.co.uk

4 1/4 LTR VANDEN PLAS STYLE
'CUTAWAY DOOR' TOURER

1936, £175,000. Stylish, well-constructed, accurate representation, sought after design. Stripped 2004/5 & built/renovated back up. Driving very nicely, smooth performance, large history file, serviced & MoT'd May 20 01248 602649, Gwynedd (T) www.realcar.co.uk

AZURE



1996, 56,000 miles, £53,950, Magnolia hide piped French Navy, full service history, the most popular colour combination, dark blue mohair hood, extras inc Bentley logos in the door caps, burr walnut inlay panels to both doors. 01737 844999, Surrey (T) www.rsande.co.uk

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S2 FOUR DOOR SPORTS SALOON



1962. The car is finished in its original colour scheme of Shell grey and Dawn blue, complimented by good chrome work. The interior is attractive, with refurbished blue/grey leather and new carpets 01248 602649, Glynnedd (T) www.realcar.co.uk

TURBO RL



1997, 47,000 miles, £21,500. This Turbo LWB is in excellent condition both Cosmetically and mechanically Diamond Blue Silver with Contrasting Cotswold hide piped Magnolia 01737 844999, Surrey (T) www.rsande.co.uk

CONTINENTAL GT 6.0 W12



2004, 80,000 miles, £19,999, 2 door auto, power steering, electric windows, remote central locking, alloy wheels, abs brakes, stereo and CD player, heated seats 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

CONTINENTAL T 420 BHP



1998, 28,000 miles, £104,950. This Continental T has a very low mileage and a full service history it is in excellent condition, finished in Silver Pearl with light Grey hide and contrasting Slate piping, 01737 844999, Surrey (T) www.rsande.co.uk

MULSANE



1991, 89,000 miles, £7,950. Rare S Spec, non turbo but with RT suspension setting, British racing green with super wood and red St James leather interior, alloys, mesh grille, fitted with phone, service history 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

MARK VI



1951, 60,000 miles, £29,750. One of only 41 built, rare, well presented, is an older restoration, recently repatriated to the UK by its current owner, been re-registered with its original licence plate. 07896 019838, Solihull

ARNAGE



2000, 22,000 miles, £25,995. X reg, serviced by Broughtons, 2 keepers, full leather, sat nav, electric seats, lambswool carpet and footstools, it's like new as it's been dry stored. 07710 090225, Weston-super-Mare

BMW

ALPINA B9



1985, 61,500 miles, £36,900. Very rare, rust free, superb condition, very high spec, been imported from Japan in 2019, i'm the first owner in UK, mechanically perfect, no faults at all. 073970 70807, Nuneaton

320I



1990, 131,000 miles, £3,000, ono. Nautical Green 3 previous owners, service history, old MoT certs, very good condition, just had full service, cambelt, water pump, new tyres, 12 months MoT Tel 0161 834 1951 0161 8341951, High Peak

5 SERIES 523 E39



1998, 94,260 miles, £1,300, ono. Rare BMW canyon red with black leather, subwoofer in boot, lowered, sports exhaust loud, MoT July 2020. Just look at those wheels worth a grand? Yes they go with the car, service book etc 01204 521185, 07851 732747, Lancashire

535I V8



1998, 137,000 miles, £1,995, ono. S reg Automatic Silver with purple leather. Excellent condition. Superb runner. Everything works properly. MoT service history. Drives perfectly May p/x, will deliver. Please ring for details. 0151 2714609, 07547 905070, Merseyside

E46 328 SE TOURING AUTO



2000, 124,000 miles, £2,150. Rare Fern green metallic colour Cream leather Refurbished alloys Auto box oil & filter changed lovely car in good condition MoT April 2020, pre O1 increase vehicle tax rate, service history 01453 885431, 07802 679960, Gloucestershire

520 E34



1991, 26,000 miles, £6,000. This car has come in from Japan and is just superb 07879 498715, Berkshire

3 SERIES



1991, 84,000 miles, £7,995. Time warp condition, all old MoTs and good service history, full BMW toolkit, rust free with excellent bodywork, unmarked interior, MoT May 2020 - no advisories. 07540 794077, Gerrards Cross

320



2005, 68,000 miles, £4,950. Excellent condition, leather interior, one lady owner, AC, please call for more information. 07711 629 207, London

635



1988, 154,248 miles, £13,500. I have owned this car for ten years, garaged, numerous mechanical improvements undertaken, regularly serviced and maintained, 11 months MoT. 07484 793397, London

Z3



1998, 123,000 miles, £3,500. 2.8 litres of fun, AC Schnitzer body kit and interior in good condition, had this car for 15 years, spec is fantastic, roof was replaced 6 years ago, battery new. 07737 275056, Manchester

E30



1992, 65,000 miles, £8,000. Owned for 14 years, always kept in garage, always starts first go, very clean and well looked after, only used to go to air show and cars shows. 01787 379067, Sudbury



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6.0 W12 2-DOOR AUTO**
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Power steering, electric windows, remote central locking, alloy wheels, ABS brakes, stereo and CD player, heated seats, air bag, air con, cruise control, walnut wood, finished in blue/black, tan leather interior, service invoices, lots of bills, will come with new MoT on purchase. . www.kinsonmotorcompany.co.uk (SC 2878)

E36



1998, 70,000 miles, £4,500. Immaculate, with all MoTs and receipts, completely rust free, has been garaged all its life, no paint fading, underside is as clean and rust free, MoT 21 May 2020. 07841 346662, Kirkmuirhill

BRISTOL

411 AUTO



1972, £69,500. Nice example, recent total engine and g/box rebuild with complete restoration of body & interior, major service, brake overhaul, extensive bills/history, dark red leather interior, rare, appreciating 01794 390895, Hants/Wilts (T) www.ivorbleaneyclassiccars.co.uk

406



1961, 66,000 miles, £49,995. 1 of only 175 built. A stunning car. Hand built, largely in aluminium, finished in deep maroon with grey leather interior. Comprehensive service history. Had a fortune spent on it over the years 07794 477785, Bath (T) www.fenderbroad.com

CHEVROLET

EL CAMINO



1980, 100,000 miles, £2,100. Total restoration required, registered, DVLA documents, interesting number plate, spares, please call for more information. 07800 949180, Tunbridge Wells

CHRYSLER

3000C 5.7 V8 4 DOOR AUTO



2005, 74,412 miles, £7,999. Automatic, power steering, electric sunroof, remote central locking, comes with 2 keys, cruise control, heated seats 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

CITROËN

2CV



1988, 41,800 miles, £5,600. Paris built Dolly, one owner for over 30 years, it has a galvanised chassis and is in near original condition, always garaged, has FSH and an MoT. 01308 862480, Beaminstor

COMMER

DELIVERY EXPRESS VAN



1955, £12,995. In green with red leather, 31,000 miles from new, excellent condition 01202 709407, Dorset (T) www.panoramabay.co.uk

DAIMLER

DS420 LIMOUSINE



1972, 122,980 miles, £10,000. Second owner since 1981, reconditioned engine in 2003, major body refurbishment in 2005 approx. £16,000, new headlining and leather reconditioned at the same time, very sound and presentable example. 01743 362024, 01743 362023, Shropshire

DOUBLE SIX



1974, 69,333 miles, £29,999. Stunning, subjected to a total bare metal restoration, full history from 1989, qualifies for MoT and road tax exemption, comes with a new MoT with no advisories. 07866 956 161, Southend-on-Sea

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EMPRESS



1954, 71952 miles, £19950, Rare, 3 litre, number 24 of only 27 built, coach work by Hooper, ideal for weddings, preselect gearbox, needs some TLC, please call for more information. 07950 823610, London

SOVEREIGN

1968, 90000 miles, £9500, Much work carried out over the years, some service history, new set of tyres, ideal for someone to make into a pristine motor, please call for more information. 07834 126647, Clitheroe

DATSUN

120Y COUPE



1978, 68,000 miles, £5,995, ovno, Only 6 on UK roads in 2019. Super rare. One of the cleanest datsum 120y you'll find. Zeibarted and waxoiled. Sills, arches and chassis are very clean. Message for more info (Many spares for sale too) 07783 514414, Leicestershire

DE TOMASO

PANTERA



1972, 10,000 miles, £65,000, GTS w/ GT5 conversion, modified for race in California, bills \$90000+. New 5.7 Cleveland engine, rebuilt g/box, all brakes & suspension, roll cage removed but available, runs & drives well 07721 552108, Wales

DODGE DURANT

6-60 SEDAN



1927, 5,800 miles, £10,000, or best offer, lhd American, fully restored 2l pinto engine fitted, cable brakes, tax/MoT exempt, garaged, starts/drives fine, suitable for business events/weddings, viewings in Harlow, could deliver anywhere in UK, 07866 659677, Essex

FERRARI

246 DINO SPIDER



1974, 13,598 miles, £320,000, A stunning example, RHD, second owner for the last 43 years, original and unrestored, excellent full service history in file. 01534 864073, www.leriche.com, Jersey (T)

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F50



1997, LHD, 5,591 miles only, one owner from new, complete with its original stamped service book 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

FIAT

500



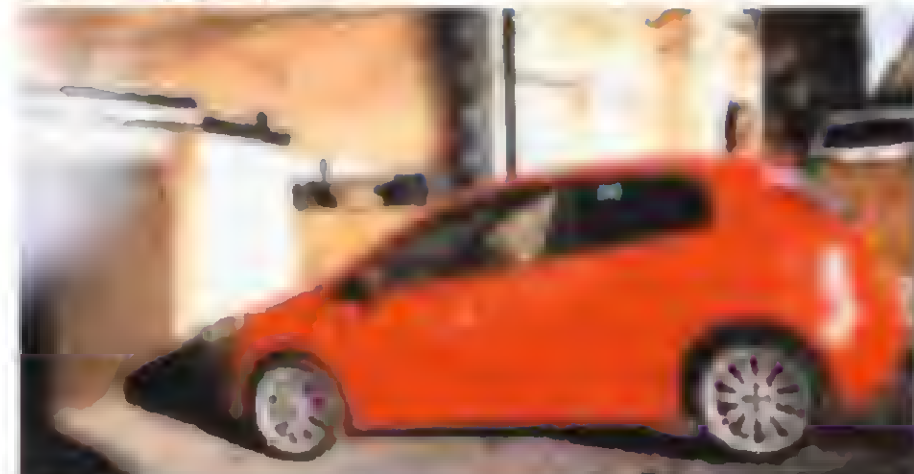
1972, 41,126 miles, £12,950, It's a pleasurable car to drive, with the later 650cc, Fiat 126 engine and synchro-mesh gearbox, black leather interior 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

850 SPORT



1971, 71,628 miles, £12,950, Body excellent, black interior in excellent condition, mechanically very good, current MoT, extensive body restoration, bare metal respray, brake & engine overhaul, 4 spd gbox, with literature 01534 864073, Jersey (T) <http://www.leriche.com>

PUNTO SPORT



2007, £1,650, 1900cc Turbo diesel, 6 speed box 88000 miles, full MoT 01604 644089, Northamptonshire

X/19 GROUP 4 RALLY COUPE



1974, £15,000, 4spd manual gbox, 1.3ltr, race ready interior, professionally maintained, preparing for UK registration, flared wheel arches, rally spotlights, roll cage, handles superbly well, responsive throttle, 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

FORD

CORTINA MK1 ESTATE



1966, £14,000, Aerflow 'Woody', one of a handful left, very rare 1500 engine rebuilt by previous owner, thousands spent, including headliner, brakes, clutch, good now in all places, many proper parts sourced 01273 835038, West Sussex

ESCORT



1996, 77,000 miles, £1,500, Open to offers, Deep purple, one owner from new. Bodywork and interior in good condition. Power steering, electric windows, central locking, 2 keys. New MoT, service history. Drives well 023 80462390, 07720 965755, Hampshire

F100 LTI V8 PICKUP



1964, 32,000 miles, £18,995, Custom built with Chevy LT1 5.7 V8 fuel injection, Finished in an amazing custom Patina satin lacquered paint finish, New wheels with chrome trims and hubcaps, New wide tyres 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

GPW JEEP



1943, £7,500, Runs and drives ok but needs restoration, this is just one of the many world war 2 vehicles we have in stock at AMD Four Wheel Drive Ltd. Please phone. 01530 230023, AMD Four Wheel Drive, Leics (T)

POPULAR 103E



1959, 50,000 miles, £4,995, Manual, good usable pop in excellent running order, very presentable interior with original paintwork, recent tyres, exhaust, still 6 volt, on original reg number t&t exempt, please call 01704 211908, Lancashire

SIERRA LASER 1.8

1991, 5 dr hatchback, turbo diesel, pepper pot alloy wheels, approx owned 16 years, acquired 2003, unused approx 6-8 yrs, good interior, reasonable body work, reasonable offers considered 01623 625145, 07414 082154, Nottinghamshire

F1



1949, 92,000 miles, £12,500, Flathead V8, four on the floor, orange with Harley logos on each door, loads of patina, rust on wings and bottom of passenger door, converted to 12volts. Great fun as it shakes rattles and rolls 07747 118031, Sussex

MUSTANG



1965, 32200 miles, £30000, This car needs no work, I've had her for 2 and half years, runs perfectly, new radiator, there is no rust, original spare wheel with cover, original jack. 07867 416277, Halstead

ESCORT



1972, 80 miles, £35000, One of a kind, been resprayed in 2018, looking for a quick sale, brand new heated front windscreen, all new instruments, brand new carpet. 07515 853908, Lytham St Annes

CAPRI



1985, 84512 miles, £9595, Very good condition inside and out but a few age related marks as you would expect, long MoT august 2020, turns lots of heads and a pleasure to drive. 07813 160139, Swadlincote

ZEPHYR



1966, 31468 miles, £6500, Original green log book, V5C in my name, only been used by the 2 previous owners, is in absolutely stunning condition although it does need recommissioning. 07974 608333, Aberystwyth

ESCORT



1974, 51000 miles, £14000, Owned for 9 years, was resprayed fully 8 years ago, still looking good with a few blemishes, still needs running in, fabulous B road fun machine. 07758 121305, Northampton

THUNDERBIRD



1957, 75000 miles, £35000, Absolutely stunning, original example, numbers matching, fully loaded, starts on the button and drives beautifully, solid, no rust, imported 2012 from Beverly Hills. 07847 213491, Potters Bar

ORION



1990, 106000 miles, £1500, Lovely classic, 3 owners from new, MoT'd & serviced annually, runs perfectly, original manuals and service book, most recent lady owner had since 1997. 07736 049677, Skelmanthorpe

CAPRI



1970, 47845 miles, £17500, Mint condition, the car is in Hungary, is museum classified, beautiful inside and outside, please call for more information. 07867 498865, Leicester

MUSTANG



1967, 100000 miles, £24000, First reg 1968, power steering, electric roof, disc brakes, restored 2005, present owner 2006, Wimbledon White, Black interior, engine, 302cu in, J code. 07711 133412, Bury Saint Edmunds

ANGLIA



1963, 68000 miles, £2000, For restoration, requires new wings as headlight surround corrosion, will need some welding and has not been started in 20 years but engine turns over by hand. 07825 285239, Swindon

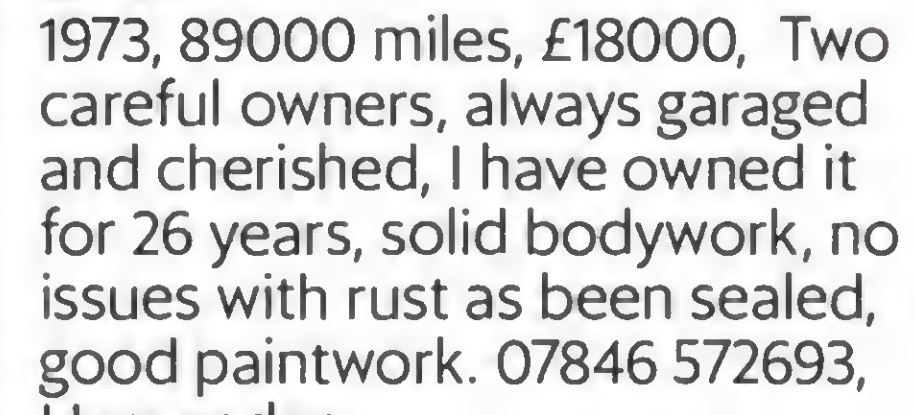
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ORION



1986, 22159 miles, £4850, Amazing time warp condition, original, bright and shiny paintwork, beautiful interior, engine starts on the button, in A1 condition, drives as you would expect. 07974 082293, Shaftesbury

CAPRI



1973, 89000 miles, £18000, Two careful owners, always garaged and cherished, I have owned it for 26 years, solid bodywork, no issues with rust as been sealed, good paintwork. 07846 572693, Harpenden

MUSTANG



1968, 40000 miles, £20000, The car is in good condition, currently use it as my daily driver, however i am leaving the country so looking to sell, please call for more information. 07456 318528, London

ESCORT



1988, 68000 miles, £10000, 80 spec, owned since 2009, done around 4,000 miles in that time, cam belt & steering rack replaced, QuickSilver stainless exhaust. 078141 76347, Ilminster

ESCORT



1986, 84400 miles, £1450, Car is sound, runs and drives well, ready for daily use, been serviced regularly over the years, all totally original, no known mechanical faults. 07745 813879, Grantham

CAPRI



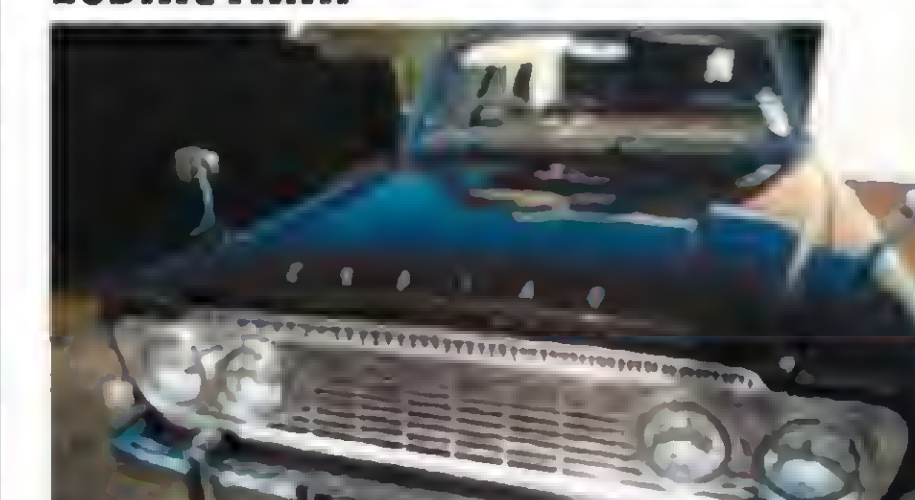
1986, 135000 miles, £3800, Good condition but needs some TLC, MoT runs out on 20/1/2020, new clutch, new rear bumper, new steering rack and steering coupling. 07714 227129, Kinross

FIESTA



1986, 49800 miles, £3250, Original beauty, in superb unmolested condition, in my ownership since 2013, MoT in September which passed with no advisories, no dents or rust, runs/drives. 0161 7488186, Urmston

ZODIAC MKIII



1964, £6,750, ovno, saloon, nice clean condition inside and out, brown in colour, beige interior 01803 812932, 07842 960124, S Devon

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HEALEY

SILVERSTONE



1949, 10,000 miles, £145,000, Car was totally restored and is in outstanding condition and exceptional attention to detail, manual, red, 2 litre. Black interior trim. 01908 270672, www.classicmobilia.com, Bucks (T)

HUMBER

HAWK



1961, 97,000 miles, £3,500, ovno, Part restored, serviced & maintained. Manual, 4 speed with overdrive. New callipers, discs, shoes, tyres, break servo, water pump, radiator, sender electrics, o/s sill & wing, battery, perfect engine 07743 344618, Dorset

HAWK



1966, 31074 miles, £3495, Barn find, has been stored for over 40 years, no rust, in great condition for age, needs some TLC to get it back on the road, please call for more details. 07879 864203, Ash Vale

HYUNDAI

COUPE 2.0 SE AUTO R/D FACELIFT



2001, 76,000 miles, £1195, Special equipment model, Teal Pearl Met. Leather interior, 76,000 low miles, service history, MoT June 2020, totally original and unmolested, well maintained, no rust, drives well, rare modern classic 07746 859178, Middlesex

ISUZU

TROOPER



1991, 128600 miles, £4950, Rear/ four/low ratio drive, serviced, improved, I was hoping this was going to be my forever car but left leg demands auto, extensive resto in 2016. 07845 961178, Midhurst

JAGUAR

S TYPE



2003, 114 miles, £1,495, ovno, 3.0 SE v6 petrol auto in met blue cream leather interior both in very good condition for age very good runner, driver with mot until 8/20 history 2 keys heated seats cd multi changer sat nav a/c ect 07780 310116, Herts

XJ SPORT

2002, £1,200, Open to offers, lwb Sovereign, v8 auto, 4 door saloon, colour light blue, fitted phone, excellent runner, MoT/ tax, cheap car, px or what have you 07983 348644, Mansfield

X TYPE ESTATE.V6 AWD



2004, 100,000 miles, £1,450, FSH, MoT May 20. Grey leather, reverse sensors, boot liner, all electrics. 2 keys, all books and lots of receipts. Reliable, smooth and in good condition. 07910 917268, 01480 811879, Cambridgeshire

E TYPE 4.2 SERIES 11 ROADSTER



1970, £135,750, Finished in Primrose Yellow with Black Hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut/ bolt restoration, lots of bills magnificent throughout 01322 669081, Kent (T) www.peterjarvis.net

E TYPE S3 V12



1973, 67,851 miles, £49,995, Original Right hand drive, original registration number, original steel wheels, recent engine re-build means this is super smooth running V12, Beautiful condition, Drives superb, must be seen 01992 827157, 07711 630348, Essex

E TYPE V12



1973, £135,500, Headrests, tinted glass, stereo, overmats, manual transmission, power steering, As new chrome wire wheels with new white side tyres, drives superb, never seen rain 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

E-TYPE SERIES 1 4.2



1965, 6,500 miles, £168,000, Recreation of lightweight, Engine fully rebuilt and uprated, triple Webbers fitted, 5 spd g/box, blue interior, race features, award winner, must be seen and driven to be appreciated, opportunity 01732 852762, Tonbridge (T) www.etypeuk.com

E-TYPE SERIES 1.5 4.2



1967, 59,000 miles, £105,000, An original left hand drive fixed head coupe, dispatched to Jaguar Cars New York 1967. Now fully resorted and finished to factory correct Opalescent silver blue over dark blue interior 01732 852762, Tonbridge (T) www.etypeuk.com

E-TYPE SERIES 3 V12 OTS



1973, 68,000 miles, £99,950, Detailed history file, well looked after, recently refreshed, cherished, good condition/ running order. Resprayed, full underbody reseal, literature. Black, clean mostly original interior, smooth drive 01732 852762, Tonbridge (T) www.etypeuk.com

ETYPE SERIES 3 V12 RHD OTS



1972, 83,000 miles, £165,000, Matching numbers, ground up full nut and bolt restoration to high standard, highly desirable upgrades, no expense spared, same family owners, engine rebuild, fuel injection, s/s exhaust, 5 spd g/box 01732 852762, Tonbridge (T) www.etypeuk.com

S TYPE



1965, £19,000, Lovely example, full restoration, full engine rebuild 2015, dark blue leather interior, full stainless steel exhaust, past MoTs, car has had a recent surge in popularity, used for weddings, 01487 842168, Bedfordshire (T) www.trgb.co.uk

V12 ROADSTER



1972, £145,500, Navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, power steering, drives like a new car, totally superb condition, just stunning 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

X16 SERIES 1



1970, £8,950, 2.8 manual with overdrive, beige with tan leather interior, recent MoT 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

X18 4.0 LWB SOVEREIGN



2002, 101,000 miles, £2,995, ono, Metallic Black with Black Leather Celtic alloys. Recent Pirelli P6000s. Beautiful car that drives perfectly. MoT May 2020, full service history, may swap or p/x. Please ring for details Can deliver 07547 905070, 0151 2714609, Merseyside

XJS AUTO



1993, £27,950, Ultimate Jag for enthusiasts, rare, limited edition up rated engine, unmarked Magnolia leather interior, heated seats, comprehensive service history, handbooks, serviced & MoT, superb, smooth driving 01794 390895, Hants/Wilts (T) www.ivorbleaneyclassiccars.co.uk

XK10 S 3.4 ROADSTER



1958, Supplied with Jaguar Heritage certificate, fabulous and elegant colour scheme, a truly beautiful example, one of the very finest available 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

XK120



5,000 miles, £150,000, A body off chassis, nut and bolt rebuild, full range of Guy Broad upgrades including 5 speed, disc brakes, louvered bonnet, Monza filler cap, improved cooling, up rated suspension, fast road engine 07794 477785, Bath (T) www.fenderbroad.com

XK120



1953, 82,500 miles, £125,000, Manual, stored, interesting history, perfectly preserved example, rare, chassis #669035, original condition, glass and chrome good, biscuit interior, 3.4ltr engine, matching numbers, 4 spd Moss gbox 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

XK120 ROADSTER LHD



1952, £104,995, Full resto in 1993, 700 miles, believed to be ex famous owner 01202 709407, Dorset (T) www.panoramabay.co.uk

XKR SILVERSTONE



2000, 33,682 miles, £16,950, 20" Detroit alloy wheels, Silverstone badging, upgraded chassis, unique platinum paint finish, in very good overall condition commensurate with the mileage covered, 1 of only 52 RHD 01534 864073, Jersey (T) www.leriche.com

E TYPE SERIES 2



1970, 5,000 miles, £69,995, Sitting on chrome wire wheels completes a very desirable specification. The car will be sold with a warranty on the engine and a fresh MoT 07794 477785, Bath (T) www.fenderbroad.com

MARK 1



1959, Fully restored to the highest standard, Uprated 4 pot front calipers, standard rear brakes, Close ratio Moss 4 speed manual with overdrive 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

XI 2.7 TDVI SOVEREIGN 4 DOOR



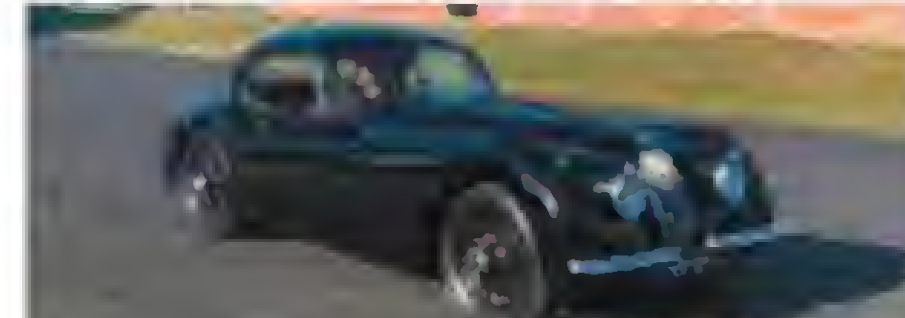
2006, 33,000 miles, £6,999, Automatic over steering, electric windows, electric rear blind parking sensors, electric seats, remote central locking, ABS brakes, stereo and CD player, spare unused, alarm, full leather seats 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

XIS 4.0 COUPE



1993, £9,500, Auto, regency red metallic, done just 54300 miles, superb car which has just arrived in from Japan, no rust 07879 498715, Berkshire

XK120



1952, £125,000, Simply stunning, the exterior beauty and curvaceous sweeping lines are so dramatic, the engine fires and rasps in a very enticing way. To drive this 120 is a joy. Road holding is outstanding 07794 477785, Bath (T) www.fenderbroad.com

XKR



2000, 38000 miles, £19000, Rare, 52 only manufactured, outstanding condition, 3 owners, a private sale by owner, please call for more information. 07947326872, Hartlebury

XJ6

2003, 71000 miles, £3400, Good history, excellent maintenance record, beautiful, usual classic Jag leather, wood and carpet, MoT'd March 2020, no accidents, on private plate. 07746 909826, Ardrossan

XK120



1954, 6750 miles, £115000, Original, comes with a heritage certificate, matching numbers and original registration number, interior is superb, full nut and bolt body and interior restorations. 07860 318948, Banstead

XJ



2001, 38150 miles, £18500, Is in excellent condition, new MoT with no advisories, 4 new Pirelli tyres, all wheels have been refurbished, full recent service, new battery, rust free, all keys. 07740 739048, Wymondham

XJS



1992, 124776 miles, £6500, Well maintained, straight 6 cylinder, 4.2 litre, classic, limited edition, well restored and in good working order, kept under cover, smoke free, pet free, MoT 22/07/20 0207 2471816, London

XJ



2001, 41000 miles, £5995, FSH, complete book and info pack, exceptionally honest example, condition is great for an 18 year old car, HPI clear, body shows no rust or major damage. 07784 837077, Westbury

E-TYPE



1973, 65000 miles, £89950, Exceptional, drives beautifully, immaculate bodywork, matching numbers, chrome wire wheels, clean, genuine, only going to appreciate in value. 07595 906030, Saltney

XJS



1991, 54000 miles, £15000, One owner, full service history, MoTs and in excellent condition, must be viewed, please call for more information. 07710 270392, Ilkeston

XJ



2004, 275000 miles, £3000, Top of the range, adaptive cruise control, every extra with rear media controls, runs wonderfully, regular service from Jaguar expert. 07976 402587, Margate

XJS



1990, 46792 miles, £12995, Full service history, comes with the stunning TWR body kit, MoT April 2020, not concours perfect but needs just minor TLC, wheels refurbished. 07398 902378, Strathaven

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BENTLEY MULSANNE 1991,

Rare S Spec,
therefore It is non-
turbo but with RT
Suspension Setting,
British Racing Green
with super wood
and red St. James
leather interior,
Alloys, Mesh Grille.
Fitted with phone,
Service history,
Showing about 89k
Miles

£7,950



1938 PACKARD SUPER EIGHT CONVERTIBLE,

Right hand drive, Believed to be the one and only, as built to special order
for a VIP, Included is a 40 year continuous service record

£79,000 ono



SINGER VOGUE 1964, only 26000 miles, Recent
MOT, Never needed renovation, Excellent Chrome
and Interior, Don't think ever been welded, Needs
a good polish **£7,500 ONO**



**RANGE ROVER SPORT, 3.5 V8,
DIESEL 2007.** Looks superb in Red with
light leather interior. **£7,950**



MORGAN 1983 2 SEATER

Ford 1600 cc engine, Lots of history and Extras including blue leather
seats and headrests, Wire wheels, Rollbar, alloy bumpers etc. The colour
is ICI Golden Yellow, MOT. Had long term owners.
You won't hear other traffic for your teeth chattering!! **£15,950**



LAND ROVER 90 2.5 DIESEL, 1988, Showing approx 110k
miles, MOT until September 2020, Engine rebuild and other
work, therefore an exceptionally sound example **£6,950**



**CHRYSLER CROSSFIRE, 2 SEATER COUPE,
2004.** Therefore cheaper Road tax, Showing only
52k miles, Manual box, Red, Alloys, Last owner 8
years, Recent MOT. **£3,950**



**LAND ROVER LOWERED A LITTLE,
V8 Engine, Built for trials, £10,250 ono**



JAGUAR XJ6 SERIES 1,
1970, 2.8 Manual with Overdrive,
Beige with tan leather interior,
Recent MOT, Lovely interior, No saggy
headlining here **£8,950**



WOLSELEY 1500,
1960 has MOT,
a good sound example
showing 85k miles
£4,950



MINI 1600CC
September 2005, In chilli red, 3 door
hatchback, Petrol, 3 owners, Stamped up
Service book. This is the rare one fitted
with air conditioning.
£2,950

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£4250 ono

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WANTED LOTUS ELAN +2

Any condition considered
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240



1968, 64250 miles, £13000, Lovely, never been welded, same condition as it left the factory, 4 speed manual overdrive, drives superb, lots of history and service receipts. 07706 989634, Liverpool

S-TYPE



2002, 61750 miles, £1400, Beautiful condition, auto lights, parrot kit, electric seats etc, suits a collector or everyday user, beige leather, priced realistically for a modern classic. 07717 505786, Newark

XI



1991, 65000 miles, £3995, Fully loaded, 12 months MoT, exceptionally clean interior, electric seats, electric windows, electric mirrors, full size spare wheel. 07802 807171, West Kingsdown

E-TYPE



1968, 98000 miles, £135000, Lovely, in beautiful condition, superb black mohair hood, engine was completely rebuilt, Jaguar Heritage Certificate, drives beautifully. 07833 317933, Kingsdown

XIS



1992, 77000 miles, £9950, Superb example, rare colour combo, interior virtually unmarked with no wear or bagging, veneers all in tact, underneath is seriously solid. 07713 457446, Killinghall

MARK 2

1963, 68000 miles, £8000, Project, 1 owner, wire wheels, been in dry storage for many years, in need of full restoration, perfect base for a high end restoration, log book, numbers matching. 07817 555236, Winsford

ROYALE AUTOMATIC SPECIAL COUPE



1989, £95,000. A striking car, beautifully constructed last year to a very high standard, the quality of the finish to paintwork, upholstery is second to none and has to be seen, wonderfully tight and rattle-free 01248 602649, Glynedd (T)

JOWETT

SHORT-TWO



1927, 56,000 miles, £10,950, ono, 2 seater convertible with dicky, excellent weather equipment, long term museum exhibit now recommissioned and running sweetly, a very original little car but with the advantage of front wheel brakes. 07931 357630, West Yorkshire

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LANCIA

DILAMBDA 229 SALOON/LIMOUSINE



1931, 6,000 miles, £95,000, Historically important, original, unchanged condition, coachwork is a delight to behold, luxurious, rear end is perfect proportion, chauffeurs area is upholstered in beige velour. 01908 270672, 07889 805432, www.classicmobilia.com, Bucks (T)

LAND ROVER

88' SWB SERIES II



1961, 68,569 miles, £9,000, ovno, Great condition starts and drives perfectly, petrol engine runs beautifully, great investment, wonderful example, minor cosmetic changes to improve night vision 07763 326274, Oxfordshire

88" TRUCK CAB SERIES 3 2 1/4 PETROL

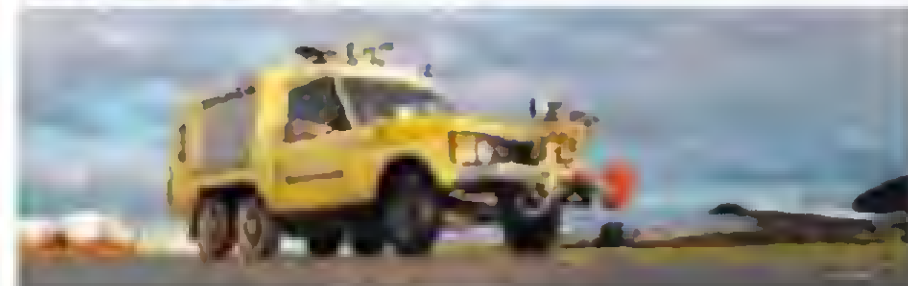
1972, 100,000 miles, £6,200, Manual, grey, genuine, solid rust free, new hood, radiator, exhaust, clutch, master cylinder, slave cylinder, release barrier, 10 wheels, Wolfrace on vehicle + standard set good tyres, side steps 07765 203827, Wiltshire

SERIES 1 80'



1950, £29,950, Manual, 2ltr, fantastic example of an iconic 4x4, desirable, restored, classic but useable drive, dark green seats, cherished, soft top, paint exceptional, spare wheel, investment 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

RANGE ROVER



1975, 40200 miles, £7000, Originally in service at Birmingham Airport, 3 axle ridged body, permanent 4 vehicle drive, was rebuilt and the vehicle resprayed in 2010. 01568 708369, Shobdon Airfield

SERIES III



1984, 80792 miles, £9000, Electrically the vehicle has no issues, and is sound, everything working as intended, all was recently serviced, engine runs great, my daily driver for a while. 07986 446850, Milford

88



1973, 20300 miles, £7650, Good working condition, all electrics working, engine just had full service done, new carburetor fitted, underneath was needle gunned, all 4 leaf springs replaced 01334 656069, Cupar

RANGE ROVER



1985, 121200 miles, £2000, Run or restore, very reliable, engine rebuilt at 104,500 miles, good seats & carpets, radio not working, nice cross country alloy wheels with Cooper AT tyres 07979 333715, Harefield

RANGE ROVER



1990, 105000 miles, £5750, 2 previous owners, MoT to mid May 2020, fully stamped official dealer plus specialist history, underside clean and solid, factory tow bar, used regularly, very reliable. 07703 437533, Guildford

SERIES IIA



1964, 34000 miles, £3500, LPG conversion, Fairey overdrive, matching numbers, catflap tailgate, daily runner, very well maintained over the last 20 years, starts on the button, engine & gearbox solid 07824 805320, Frome

LEA FRANCIS

14HP SALOON



1953, 97,000 miles, £14,785, Manual, rare British car is in fine condition, owned since 1970s, recent repaint in original colour, good chrome & interior wood. New carpets & battery, well worth a look 01761 470607, Bath

LONDON TAXI

TX2



2002, £5,750, Finished in silver fox with superb interior, occasional fold down seats, glass divider, head rests, power steering, automatic, stereo, wheel chair access, new chrome hub caps, drives superb 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

TX2



2005, £6,750, Finished in Black with superb interior, wheel chair access, automatic, seven seater cab very rare, 1 private owner, low miles, full taxi history, handbook, difficult to find another like this one. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

GOLDEN JUBILEE



2002, £9,750, Only fifty of these cabs were made for the queens jubilee, making them very rare and collectable, increasing in value, power steering, automatic transmission radio and stereo, drives superb 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

TX2



2004, £5,750, Finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

TX4 BRONZE MODEL



2008, £8,750, Finished in gleaming black with superb interior, fold down occasional seats, wheel chair access, power steering, power windows, stereo system, automatic, superb pampered example, drives superb 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

LOTUS

EXCEL



1987, 61000 miles, £14989, Very original, massive history file, unmolested bodywork and interior, no expense spared by Lotus and classic car enthusiast, owned since 2012. 07966 207865, London

MAZDA

MX5 MK1 HARVARD



1997, 51,000 miles, £1,950, ono, 1.8i limited edition. FSH & 2 keys. Silverstone with burgundy leather. Totally original. Good condition apart from rust on rear arches. Rare & fun car. 07910 557715, 07910 557715, Tonbridge

MX5 PLATINUM CONRAN



2001, 82,000 miles, £2,150, ono, 1.8iS Limited Edition. No 89 of 100. Platinum silver with red Connolly hide and Wilton carpets. MoT May 20. Lots of service history. 07913 946312, 07913 946312, Kent

COSMO SPORT SERIES 1



1967, Landmark sports car, 1 of only 343 series 1 models, recently restored to high standard, desirable, fully repainted, re-chromed, new tyres, plus literature extras, attractive, sought after 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

MX-5



2000, 90500 miles, £2400, Lovely looking car, MoT to June 2020, undersealed, tonneau cover and Sony Radio/CD with aux input, needs to be seen to be appreciated. 07835 877345, Taunton

MX-5



1997, 59900 miles, £5300, Mark 1, excellent example, MoT Oct 2020, in perfect running order, lady owner, garaged, non smoker, electric windows, CD/radio. 07706 619988, Bawtry

MERCEDES-BENZ

230 CE



1984, 118,695 miles, £9,750, ono, Fitted with a rare 5-speed manual gearbox, champagne gold, cloth interior, sunroof, 2 previous owners. Very good condition with extensive history. Many new parts fitted over the past few years. 07760 172135, South West (Bath)

230E



1990, 161,000 miles, £1,200, One owner. 5-speed manual. MoT till November 2020. All service history and MoTs since new. Electric sun roof and rear window blind. Extra set of continental headlamps. New spare tyre. 07949 949124, Surrey

350SL



2005, 37,000 miles, £8,995, with history, tellurium silverblue coachwork, grey leather interior, satnav absolute stunning car £8995 07831 409333, Essex

E220CE



1995, 96,000 miles, £4,950, ono, Outstanding pillar-less coupe, bills for 17 services, many expensive extras and Thatcham alarm. Underbody inspection possible. A delightful vehicle in excellent condition needing nothing to drive away 07931 357630, West Yorkshire



1995 MARLIN BERLINETTA
MILEAGE 38,000 PRICE £5950 (T)
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 <p>1966 Rover P5 3 Litre Saloon - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 511 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black, the car is completely standard, with the exception of a set of stainless SSV which make a lovely noise and adding a useful power boost to around 180bhp. £24,995</p>	 <p>1938 Lancia Aprilia - The Lancia comes with a comprehensive history file dating back to the 1960s. Between 2008 and 2010 in the region of £20,000 was spent to include almost £15,000 with Omixon Classic. The engine rebuild included the entire bottom end being re-white metalled, a new set of liners were machined, pistons were re-machined, the crankshaft was re-installed and the end float set and the engine completely rebuilt. £28,995</p>	 <p>1950 Land Rover Series I 80 - Lights behind Grill. This One Land Rover is quite simply outstanding to drive, one of the very best we have come across. The Land Rover comes with an impressive history file that contains some photos from the body off restoration that was completed in 1990 and the Series One stayed with its owner for 15 years, selling in 2007. On the road this is a true classic. £28,995</p>	 <p>1949 Bentley MKVI Standard Steel Saloon - Beautifully presented. Subject of a bare metal, extensive restoration. The Bentley comes with thousands of pounds worth of invoices for the recent expenditure, PREC copy build sheets and continuation logbook, copy tool kit and retains its original chassis and engine confirming this is a matching numbers car. £38,995</p>	 <p>1955 Triumph TR2 - We are delighted to offer this exceptional car back onto market having spent the past 12 months with one of our Nottinghamshire based long term regular customers. This is an opportunity to purchase a first class, fully rebuilt Triumph TR2 that has covered in the region of 1500 miles since a complete nut and bolt restoration in 2014. There is no doubt that this TR2 has shown winning potential and also boasts huge provenance being a genuine UK car with matching numbers. £42,995</p>
 <p>1971 Lotus Elan +2 5130 4 - This beautifully presented, top class Lotus Elan +2 5130 4 has spent the past six years with owners at the outskirts of York and has arrived with us in superb condition having been subject of a major mid 1990s body off restoration. The Lotus was rebuilt using a brand new galvanneal chassis, the body superbly prepared and painted, the interior re-trimmed and the car mechanically rebuilt with many parts re-conditioned, powder coated and carefully re-fitted to the car. £24,995</p>	 <p>1960 Jaguar XK150 3.4 FHC - This is a truly exceptional, top class example that could grace any collection. 379,000 is of show class quality, an ideal collector's vehicle that can also be thoroughly enjoyed on the road. This stunning XK150 offers impressive provenance being a matching numbers 3.35 model still in its original factory supplied colour combination. In order to ensure a show standard finish, in September 2016 the Jaguar had almost £15,000 spent on a full, top class professional re-paint. £29,995</p>	 <p>1957 Jaguar XK150 3.4 FHC - This exceptional driving Jaguar XK150 FHC left the factory finished in Carmine Red with Black trim and was manufactured on the 8th October 1957. Still in its original colour combination and retaining its original 3.4 litre engine, this original 3.4 litre engine performs beautifully with a lovely note, holding excellent oil pressure and it pulls strongly through the gears with lots of power. The gearbox is notably smooth, gear changes are slick and the overdrive comes in and out nicely. The XK holds the road well, handling is excellent and the brakes are sharp and efficient. £29,995</p>	 <p>1966 Ford Mustang 289 V8 Coupe - This is the not the typical, average Ford Mustang 289 V8 Coupe we see on the market. This is a very correct, original car with provenance, exceptional history dating back to 1966 and a genuine 65,000 miles from new. The Ford was supplied new by Fred Lutze Inc on Airport Blvd, San Francisco, California on the 21st April 1966 to Emilio Garaci, a WWII veteran of the US Navy residing in San Francisco. The Mustang then spent 33 years in the City (its whole time in the USA) changing hands on a small number of times. The original Ford Mustang service book is with the car. £23,995</p>	 <p>1956 Chevrolet Corvette C1 - 229 1VT is very impressive on the road, the 2650 V8 engine is outstanding with superb power and performance, the three speed manual gearbox is faultless, and the Corvette handles and stops correctly. All electrics are in excellent order, the underside of the car is structurally superb, and the body presents beautifully with a lovely standard of paintwork and chrome. Both hard top and soft top are in very good order and the interior finely presented. This is a fabulous example in one of the most attractive colour combinations, and once restoration it has richly been run in, further fettled and is ready to drive and enjoy. £28,995</p>
 <p>1968 Jaguar E-Type Series II 4.2 Roadster - This is a superb driving, ultra-usable and very genuine UK supplied, matching numbers Jaguar E-Type Roadster that's still in its original factory colours of Willow Green with Black leather upholstery. This really is a great buy, with excellent provenance, history, matching numbers and is offered onto the market at a very sensible price. £89,995</p>	 <p>1995 Aston Martin Virage Volante Widebody - First owned and registered by Aston Martin Lagonda Ltd with their very own factory display plate 'AM V8'. Only 26 factory built Widebody cars were ever produced. In 2017 at 22912 miles this car had over £10,000 spent with prominent Aston Martin classic specialists in the South of England. Body and paintwork are presented in beautiful condition. Stunning Green pinstriped Parchment leather. £149,995</p>	 <p>1965 Daimler 250 V8 Saloon - This low mileage, low ownership and very original Daimler V8 2.5 Litre Saloon was manufactured on the 11th October 1965. The Daimler was registered HYA 621D, was delivered new on the 23rd March 1966 and comes with an exceptional history back to new, warranting just 78,000 miles from new. The Daimler comes with its original service book, owners service card, early service invoices, original 1965 tax disc, 'Running in booklet' and Heritage certificate confirming the car is in original specification with matching numbers. £28,995</p>	 <p>1985 Lotus Esprit Turbo - This low mileage, largely original Lotus Esprit Turbo is a very significant car. (S57) XSC is the 1985 Motor Show Car, fitted with a dated commemorative plaque and coming with history from new. The car has recently featured on the front cover of a recently published book on the Lotus Esprit. In 2017 the turbo was reconditioned by Turbo Solutions, the carburetors were stripped and ultrasonically cleaned and rebuilt with genuine Dellorto parts and the wheels fully re-furbished. £34,995</p>	 <p>1960 Austin Healey 3000 MK1 - Finished in its original colour of Ivory White and Black upholstery, this fine example is equipped with chrome wire wheels and factory works hard top. A full overhaul was carried out to include rebuilding and upgrading the braking system with upgraded brake calipers, discs, pads, new spares, new master and slave cylinders, copper brake pipes, new hardtop cable, rear wheel cylinder, wheel bearings and further mechanical work included a new panhard rod assembly, aluminium fuel tank, new fuel pipes, high torque starter motor, new exhaust system, rebuilt steering box, rebuilt lower pins, new top tension bearings and anti-roll bar bushes. £21,995</p>
 <p>1959 MGA 1600 Coupe - Between 2002 and 2008 the MGA was treated to a chassis up restoration that was carried out to a very high standard. The body was taken off the chassis, the chassis completely rebuilt and the body re-painted. The engine was stripped and rebuilt, the cylinder head converted to run on unleaded, dynamo overhauled, the differential treated to new seals, brakes and suspension overhauled, various electrical work, new brightwork, trim work and a new set of tyres fitted to the car. £22,995</p>	 <p>2004 Ferrari 575 Maranello - This truly outstanding Ferrari 575 Maranello has covered just 36,000 miles from new and has an impressive, full main dealer service history. This magnificent example was ordered new through Ferrari dealership HR Owen on the 19th July 2004 in Blu Tour De France with Beige Hide upholstery and was supplied with Red Brake Calipers, Blu Scuro David Pillant, Scuderia Ferrari Shields, Beige leather Rear Shelf, Blu interior stitching, Blu Scuro Steering Wheel, Additional Glove Compartment and Supaguard taking the full 'new' price before discount to £167,000. £99,995</p>	 <p>1927 Morris Oxford Doctors Coupe - Recently subject of a major mechanical overhaul and comes back to us in exceptional mechanical condition, drives incredibly well and is a fabulous fun on the road. The car was clearly rebuilt to a very high standard judging by the level of detail and work carried out when it was restored. Very honest, rare and collectable Oxford that can be driven with confidence. £17,995</p>	 <p>1971 VW Beetle - This really is a beautiful little car. One owner for around forty years and in total has had just five owners from new. A very original car still retains its original dealer near window sticker, original Smiths near window heater sticker and all the window glass is still etched with the cars original number. A recorded mileage of little over 54,000 and from the originality, we believe this to be genuine. £9,995</p>	 <p>1950 MG TD - 1932 HE, started life in South Africa, an original right hand drive car that came over to the UK in 1951. MOT'd in the history file show the car was used between 1996 and 2003. It was then laid off the road until selling to the most recent owner in Scotland in early 2015. The MG was purchased as a summer project and now completed and presented in beautiful condition. The TD was then treated to a full professional re-paint and now completed, as was brightwork. It has an exceptional straight body and underside. £22,995</p>
 <p>1978 Aston Martin V8 Series III S Specification - We are delighted to offer this outstanding low mileage, full history Aston Martin V8 Series III with its original leather and desirable 5.3 litre engine. V15 565 was built on the 14th April 1978, supplied new by County Motor Garage (Dorchester) Ltd, registered in July 1978 making it one of the last Series 3's before the change in October of that year and has covered just 59000 miles from new. This is a fully matching numbers car. Invoices from the 1980s to the present day total in the region of £50,000 for maintenance. The car was subject to major bodywork to include new sills and floor pans, and full inside down and complete re-paint in 2010/2011. £112,995</p>				

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 <p>1998 306 Rallye £7250</p>	 <p>Shadow 2, beautiful, 78000 fsh £12,500</p>	 <p>Land Rover County. 62 plate. Superb £27,500</p>	 <p>Triumph 100SS Tiger Twin £3450</p>
 <p>Peugeot 403 Pick up £4995</p>	 <p>Austin A95 Westminster 1957, hard to find now, lovely old car</p>	 <p>Blue S Type 1965 awaiting £POA</p>	 <p>1979 MG Midget, entry level classic £2750</p>
 <p>Heinkel tourist 1964 Fully restored fabulous £6750</p>			

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MERCEDES WANTED



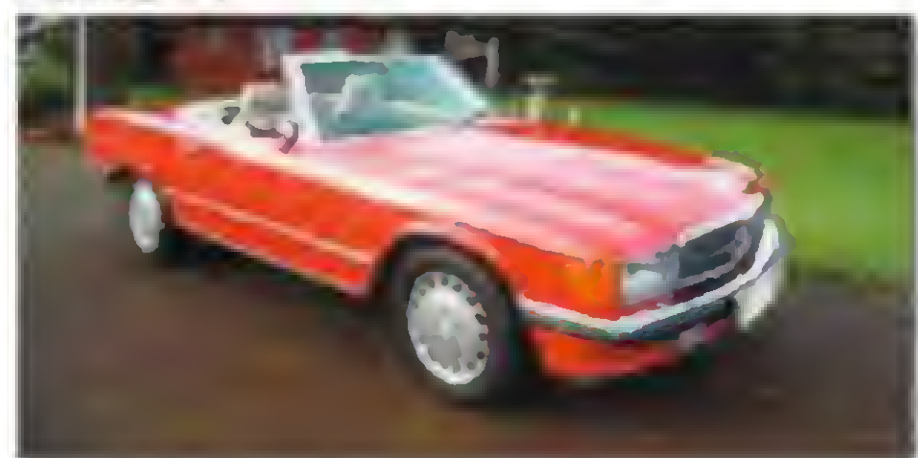
• ANY MODEL • ANY MILEAGE
• ANY CONDITION
WE COLLECT ANYWHERE
TELEPHONE 07903 822886 anytime
EMAIL:
info@mercedesclassics.co.uk

250 TURBO DIESEL



1998, 149,000 miles, £1,295, Manual, recently recommissioned after 9 years in storage, 5 spd manual, totally original and virtually as new condition, 2 long term owners, collected direct from factory and must be seen 07881 461123, Northamptonshire

300SL 88



1988, 66,000 miles, £48,750, Finished in gleaming signal red, new beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, superb condition throughout 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

320SL



1994, 111,000 miles, £12,500, Auto, factory hardtop, recent new hood, FSH, AMG wheels, leather interior, usual refinements, cherished number included, summer use only, MoT May 20, lovely example 01692 406703, 07941 044579, Norfolk

350SL



1980, £35,750, Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, factory alloys, all old MoT's/ invoices, recent full service 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

380SL



1984, 61,000 miles, £37,500, FSH, blue dashboard, Walnut veneers, headrests, over mats, Blaupunkt stereo, has been garaged from new, drives like new and very smooth, Totally stunning, one of the best, unbelievable condition 01322 669081, Kent (T) www.peterjarvis.net

LIMO 500 SEL



£8,995, 8 seater in excellent condition, no rust, always garaged, professionally stretched by Coleman Milne in 1988. MoTs, highly maintained, privacy glass, very rare, immaculate condition inside & out 07908 942110, Stockport

SLK KOMPRESSOR AUTO

1997, 116,000 miles, £1,750, P reg, black leather interior, MoT Sept 20 no advisories, everything operating, drives perfectly, call anytime 07885 187076, Tyne and Wear

350SL



1980, 45,000 miles, £35,750, Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

450SL

Imported from California, silver with red upholstery, needs complete restoration reduced from £7500 to £4995 07593 438955, Surrey

SLK



2003, 77,000 miles, £3,999, A warranted 77,000 miles. The Mercedes service book is showing 6 service entries, This car is rare in that it has very nice paintwork 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

190E



1988, 191000 miles, £13395, 5 owners, pristine factory alloy wheels, first aid kit, tools, owners manual and wallet, spare wheel, spare keys, new MoT, no rust, rare, all original car. 07799 242626, Newbury

SL-CLASS



2003, 55000 miles, £15000, Lovely condition, massage and heated seats, full service history, MoT, 1 previous owner from new, hugely powerful, 1 of the best examples, head turner. 07816 006708, Isleworth

230



1985, 170750 miles, £4500, Good example, in one of the best original colours, MoT until 12/05/2020, only 2 previous elderly owners, please call for more details. 07464 429397, Cheltenham

300



1991, 135047 miles, £3500, Modern classic in good condition, MoT 08/04/2020, retiring and downsizing to place with limited parking hence sale, please call for more information. 074644 29397, Cheltenham

SLK-CLASS



1998, 145420 miles, £895, 1 MoT'd the car back in June, runs and drives fine, needs no welding and passed the emissions test, fitted a brand new rear exhaust silencer. 07967 817210, Bristol

420



1986, 200000 miles, £8000, Dark brown leather, very good condition, drives as it should, clean all round, selling as have another car now, please call for more information. 07912 934583, Glasgow

E-CLASS



1994, 192000 miles, £1695, Good, usable example, owned the car for almost two years, full service history, many receipts for work carried out by previous owners, daily driver. 07717 163232, Dumfries

380



1985, 172000 miles, £2950, Good useable car engine running sweetly, good wheels and tyres, interior tidy, privacy curtains to rear, working electric sunroof 07539 074242, Thurlby

230



2000, 63000 miles, £1550, Nice condition for year, 6 months MoT, starts, drives absolutely superb, main dealer service history, vehicle is on SORN, recognised as a future classic. 07501 868931, Rochford

SEC



1988, 98000 miles, £1200, Non runner due to electrical fault, sound body will need a repaint, CD player, alloys, complete and solid car, ideal project, trailer away. 07535 114818, Saint Leonards

190E



1987, 49500 miles, £4250, Immaculate, stunning, electric sunroof, period Alpine stereo, electric aerial, Good Year tyres all round-new, superb condition, please call for more details. 07554 361397, Stowmarket

SEC



1990, 120000 miles, £14999, Great condition, well kept original exmple offered by classic car enthusiast, unabused, clean, massive folder of receipts, invoices, documentation. 079519 58792, Potters Bar

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G CLASS 5.5 LHD



2009, 23,000 miles, £55,000, Call for price(s), Prinville Special Edition. Carbon fibre panels. Left hand drive. Date of production - 2009. Immaculate condition interior and exterior. Full Prinville interior & exterior. Ultra low mileage. 07770 413851, 07973 600073, London

MG



1968, 98 miles, £16,995, Manual, total ground up rebuild, many upgrades, engine, box rebuild new o/d paint, leather, carpets, s/s exhaust, suspension, brakes, gaz shocks, loom, call before 9pm 01939 235734, Shropshire

B GT AUTOMATIC



1969, 82,800 miles, £9,500, ono, Complete body strip, showroom paint finish, original black leather seats red piping. Runs beautifully, no smoke, good oil pressure, revs good. Excellent gear change, new MoT, won best in show 01691 662322, Shropshire

MAGNETTE ZA



1954, £9,950, ono, car in good condition drives well clean interior reupholstered seats brakes all replaced or overhauled came over from Ireland in 1989 2 previous owners MoT'd 07764 188791, Cambs

B GT



1974, 87,000 miles, £8,495, Finished in vermilion red with black trim, overdrive and chrome bumpers, good condition 01202 709407, Dorset (T) www.panoramabay.co.uk

MIDGET



1981, 2,600 miles, £10,995, Finished in black with black trim, 26000 miles from new 01202 709407, Dorset (T) www.panoramabay.co.uk

B GT



1971, 49600 miles, £6500, Power steering, MoT to Oct 2020, not guaranteed mileage, reconditioned "Ivor Searle" engine 800 miles, excellent body and paint, Webasto roof, good tyres. 01745 854377, Prestatyn

B



1966, 11322 miles, £11750, A true head turner, clean and solid example, drives superb, full restoration 5-10 years ago, folder of photos to document work carried out. 07568 585809, Swindon

A



1957, 100 miles, £15000, Project, complete, exported to Rhodesia 1958, repatriated Dec 1998 by Classic Car Connections of London, used in the UK until 2008, full history known. 07802 806772, Milford on Sea

A



1960, 15550 miles, £18850, Resprayed, recent engine/clutch/gearbox overhauls, new w/w's and tyres, Kenlow, oil cooler, unleaded, spots, luggage rack. s/s exhaust, detailed history file. 075173 90370, Marlow

B



1980, 93380 miles, £7000, Stunning, usable classic, incredible history file going back to purchase, garaged, black seats, carpets and dashboard-classic combination. 07970 220557, Dullatur

C



1968, 92000 miles, £19500, Rare, factory fitted sunshine roof, is in excellent condition, gearbox is very smooth, vast file of history is included with heritage certificate. 07768 570011, Bristol

A



1962, £14750, V5 steel wings all round, older restoration, very solid chassis, side curtains, spare wheel, runs & drives. 07976 427979, Hyde

B

1963, £3,000, Red nut and bolt restoration, showcar, expensive but surely the finest call Paul if seriously interested 07593 438955, Surrey

B GT



1980, 34000 miles, £2495, Pre-loved, needing some TLC, engine and gearbox in full working order and drives a treat, interior in very good condition for an almost 40 year old car, no MoT, SORN. 079672 87785, Westhoughton

B GT



1967, 67000 miles, £12000, Well documented, rust free, owned this for one year, some older welding was redone, it sounds superb, comes with 2 sets of hub caps if you prefer. 07787 564344, North Cornelly

B GT



1978, 83000 miles, £4500, Chrome bumper conversion, lovely cherished condition, extensively rebuilt using new parts prior to recommissioning in 2018, always garaged, MoT'd July 20. 07717531017, Towyn,

B ROADSTER



1969, 13300 miles, £9500, Beautiful, with perfect number plate, great condition, owned for 3 years, only ever driven in the dry, always on a trickle charger, starts and drives beautifully. 07921 788213, Woodford Halse

B GT



1970, 65000 miles, £4150, Has been much renovated, tax and MoT free, mechanically sound with rust free bodywork, very good wheels, tyres, brakes and many new parts. 07874 236638, Burnham-on-Sea

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Indoor Viewing



1996 JAGUAR XJS 4.0 CELEBRATION CONVERTIBLE Finished in rare stunning white, with superb grey leather, fitted navy blue electric roof, 129k miles, superb polished alloys, fitted with all the usual refinements, service history, the car has been maintained regardless, this is a stunning car, must be seen to appreciate how good and genuine this car is.£18,995



1965 HILLMAN MINX DELUXE Quite rare being the 1725cc model finished in stunning tartan red, 90k miles comes with its original green buff log book original service and hand books, and a detailed day to day hand written service book, all old mots, this is a really superb car and must be viewed to appreciate how good and genuine this car is.£5,995



1972 TRIUMPH STAG MK1 MANUAL, o/o white, with saddle tan trim, previously sold by us, older nut and bolt rebuild with photo evidence, the car is body colour under side, restored in approx 2002, mileage then 85000, now 08500, the chrome, body work, are both superb, the car has stood the test of time, which is the difference of one being done correct, ex oil pressure£17,995



1970 TRIUMPH VITESSE MK2 2 LITRE CONVERTIBLE 4 speed overdrive, finished in stunning wedgwood blue, with contrasting blue trim. 80K miles arriving soon.£12,995

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CHASING CARS

1987 BMW 730i (E32)

ENGINE 2986cc/6-cyl/OHC **POWER** 197bhp@5800rpm **TORQUE** 203lb ft@4000rpm
MAXIMUM SPEED 140mph **0-60MPH** 8.3sec **FUEL CONSUMPTION** 24-29mpg
TRANSMISSION RWD, five-speed manual **MoT** 12 months from sale **ODOMETER** 125,170 miles

WHAT'S IT LIKE TO DRIVE?

It fires instantly from cold with no rev searching. The clutch is smooth and light while gear selection is slick and positive. There's some customary lightness to the steering, but well within tolerances for the breed. The brakes are strong, but not grabby. This car may have done 125,000 miles, but it still feels fresh to drive. There's some body roll, but it's customary and certainly not as a result of tired suspension. We didn't hear or feel any peculiar knocks or rattles during our time with the car. What's more, it pulls well through the gears despite having the smallest engine in the range.

BODYWORK CHECK

The Cirrus Blue paintwork glimmers and is original apart from on the nearside front wing, where some rust correction has been undertaken. On the subject of tin worm, we couldn't find any corrosion anywhere on the body, nor in any of its structural areas. However, there are some light stone chips on the nose, plus some rubbing marks on the bumpers. Elsewhere, the front

EXTERIOR
No rust
Some parking dings
INTERIOR
Minor faults to sort
No dash cracks
MECHANICALS
Excellent gearshift
Handles well

badge is weathered, there's a minor dent on the bootlid and some scratches under the rear bumper. There are also minor key marks around the driver's door lock. The BBS alloy wheels have minor kerb damage around the rim – nothing too significant, though – and they all wear fresh tyres.

HOW'S THE INTERIOR?

The cloth interior has held up remarkably well – the door cards are original and the dashboard is free from scuffs and cracks. A good sniff and peeling back of the carpets reveals no sign of water ingress, there's only minor wear on the rear bench and all the electrics work, including the original Panasonic stereo.

UNDER THE BONNET

The engine bay is a little dusty, but there's no evidence of corrosion and all the hoses look to be in good condition. Fluids appear to stay where they're supposed to be and it looks like the car has been looked after well, judging by the abundance of paperwork, including lots of nostalgia-heavy BMW main dealer dot-matrix printouts. The service book points to largely biennial service intervals, apart from a period when it was laid up. In the past two years alone, the vendor has serviced it, refurbished the rear dampers and engine seals and fitted a new clutch, plus slave and master cylinders.

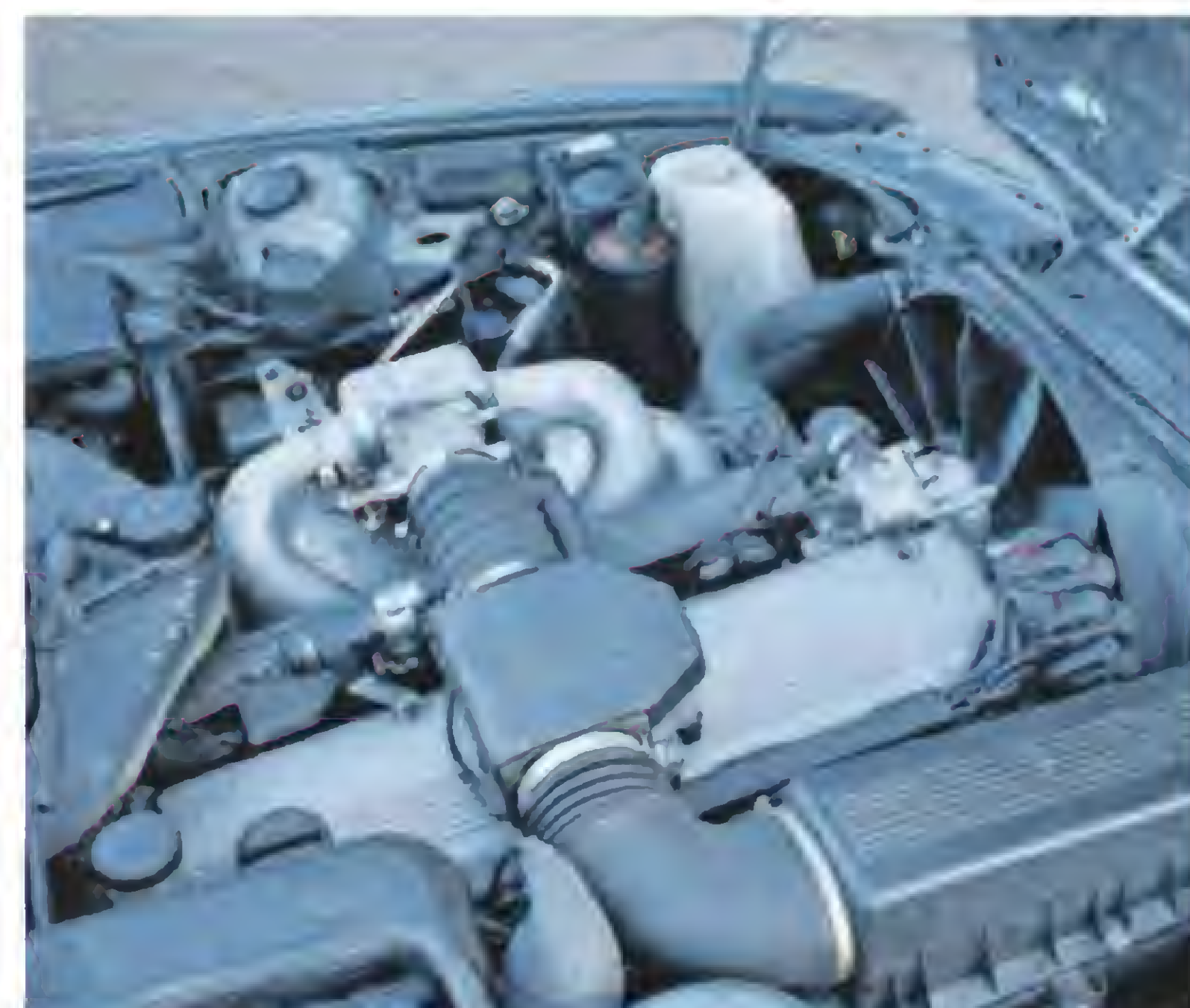
THE CCW VIEW

While there's lots of love for the later E38 7 Series among modifiers, the E32 has largely escaped that fate. That said, there are very few E32s left running on UK roads and even fewer with this specification. This one rarely feels slow – you simply have to use the excellent manual gearbox to liberate the power. As such it's a deeply involving, engaging car to drive.
Nathan Chadwick

- ✓ **PROS** Very rare, mechanically excellent, drives well
- ✗ **CONS** Basic specification, minor cosmetic flaws



Rare combination of cloth trim and a manual gearbox.



Engine looks dusty but is backed up by huge history.

BUY IT FROM Classic Bahnstormers, Unit 4 Pat-Yat, Kemble, Gloucestershire GL7 6AY. 07833 491349, classicbahnstormers.com

WANTED

MGB GT V8

factory built. Any condition considered

Please call: 07761 549454

B ROADSTER



1970, 68000 miles, £8995, Chrome bumper with overdrive, fully renovated, good runner, very sound body, engine good condition, new hood, dashboard refinished. 01287 660810, Whitby

TD SPORTS



1952, £27,995, In red, g/up resto with photo record to near concours condition 01202 709407, Dorset (T) www.panoramabay.co.uk

MINI

COOPER



1992, 31,000 miles, £8,950, Manual, 1.3 litre, petrol, the car was supplied with the SPI High compression engine and the 3.10 ratio axle, supplied new to the Rover group 01908 270672, Bucks (T) www.classicmobilia.com

SALOON CITY 1000CC

1986, 33,000 miles, £5,550, Black, manual, VGC, no rust/corrosion, owned last 13 years, restored to high standard, pink & black seats, door cards, off road 5 years, will have full MoT 01767 261358, Bedfordshire

1100



1975, 27800 miles, £12500, Time warp condition, beautiful, owned by me for the past 10 years, only one previous owner, folder of service history, rare, no welding to the underside, no rust. 01284 828522, Stanfield

BRITISH OPEN CLASSIC



1992, 124000 miles, £4750, In factory unmolested condition, starts and drives with fully operational roof, delivery arranged to Southampton Docks for your carrier. 07976 443730, Charlton

COOPER



1968, 23700 miles, £17950, V5 present, MoT, was built to order in 1974 using a genuine MK1 shell and 1275 Cooper S running gear, stored for many years, comprehensive history file 07771 911989, Marlow

COOPER S

1971, Burnt orange, nut/bolt restoration, bodywork/paintwork cost £12000 new parts £2000, speedwell prepared engine, as close to new as possible £40000 buys this gem, expensive for mark 3, simply the best 07593 438955, Surrey

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MITSUBISHI

SHOGUN PININ



2002, 72,000 miles, £1,750, ovno, 4x4 manual petrol, blue 1834cc, 2 owners, FSH MoT til 11/20. Tax 3/20. Low mileage, good condition. UK model not an import. Private sale following upgrade. 07767 124905, Essex

MORGAN

2 SEATER



1983, £15,950, Ford 1600cc engine, lots of history and extras including blue leather seats and headrests, wire wheels, high performance exhaust manifold, rollbar etc, colour is ICI Golden Yellow, MoT. 01564 779746, 07719 995514, www.bobsaffordableclassics.co.uk, West Mids (T)

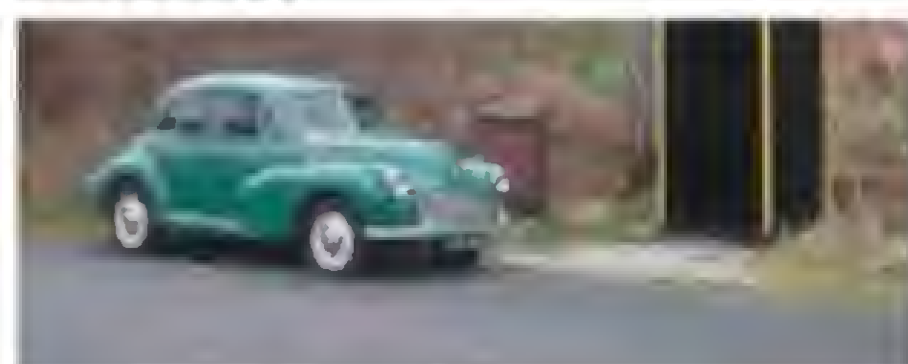
MORRIS

MARINA 1300DL SALOON



1973, 51,000 miles, £3,895, ono, Just had £7000 mechanical refurb with Little Garage Classics, Halifax. MoT Nov 2020. Excellent drive. Purchase of Morris Ital forces sale. If interested please contact. 07713 078349, Manchester

MINOR 1000



1956, 20,000 miles, £4,000, See text, Tax exempt. MoT Dec 20. Svcd by Tom Roy's Garage. Lead free 1098 cc, 803 casing, later gears, 4.22 to 1 ratio axle, 8 inch front brakes. Bodywork for renovation. Under side solid. New leather int. 07955 903779, Lanarkshire

8 SE 918CC



1948, 52,000 miles, £6,999, Very tidy and the inside has great patina px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR 948CC



89,000 miles, £5,499, 4 New wheel cylinders, water pump and by pass hose, nearside genuine front wing, 4 new tyres, new front windscreen rubbers, alternator fitted. Also some more new parts fitted, drives well for his age 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

TRAVELLER



1959, £3,750, Manual, recondition engine, new clutch, new brakes, s/s exhaust, reconditioned interior, wood okay new sections fitted new radiator, visor, original reg 07519 792040, Derbyshire

MINOR 1000



1964, 30,472 miles, £5,499, Work includes 4 new steel wings, 4 doors and boot lid, alternator and servo fitted 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR



1959, 75000 miles, £2500, Garage fine, totally original inside and out, various new parts fitted to make fully usable motor, car used daily, please call for more information. 07709 055122, Manchester

OXFORD



1955, 30000 miles, £14500, A beautiful and extremely rare car, 1500 BMC engine, bodywork and interior in pristine condition, drives splendidly, vast array of receipts and MoTs. 01236 723367, Cumbernauld

OXFORD



1953, 39000 miles, £4000, Reconditioned engine, new red leather interior and carpets, please call for more information. 07950 278043, Tamworth



2000 PORSCHE BOXSTER 3.2S

MILEAGE 44,323 PRICE £9750 TEL 07746 973568 (HERTS)

Immaculate mint condition, with full leather, moth balled past 2 years, MoT Sept 2020, full service history by Porsche and specialists, major service at 43,166 miles, £4,000 spent, superb car, is a sound investment opportunity. (SC 3238)

MINOR TRAVELLER



1963, 29000 miles, £8500, Reliable, had a refurb of wood, new carpets, seat belts fitted and body resprayed June 2018, detailed records kept of work I've had done, VGC. 07815 886798, Bristol

MINI



1970, 69385 miles, £7500, Superb classic, MoT May 2020 (qualifies for exemption but not applied for), road tax exempt, bodywork is extraordinary, resprayed years ago. 07413 769561, Walton

1000



1966, 46000 miles, £3500, Nice clean condition, please call for more information. 07870 466787, Dartford

MINOR



1964, 33001 miles, £5995, 1964 Convertible. Registration ALW942B. It is an enhanced post factory convertible example Fitted with 1300cc engine, 5-speed Ford Sierra Gearbox and front disc brakes. 07866 956161, Southend-on-Sea

NG



£17,500, Stunning Navy Blue coachwork with Polished aluminium bonnet and side panels, Beautiful cream interior with blue carpets, Stunning dark wood dashboard with classic cream faced Smiths instruments 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

NISSAN

MICRA



1991, 34,200 miles, £1,495, ono, This is in amazing condition, owned by my aunt from new but now in her 80s she has decided to pack up driving, no rust no paintwork has ever been done, MoT'd to next April 07970 276882, 0115 8742012, Nottingham

FIGARO



1991, 74564 miles, £6500, Beautiful, very good condition, only sign of rust is on one wheel shown in last picture been very well looked after and is very reliable, use it every day. 079238 93477, Southampton

PEUGEOT

406 COUPE



2003, 126000 miles, £1850, Stunning and increasingly rare, full Peugeot service history, bodywork is in exceptional condition, had a new starter motor and front tyres fitted. 07919 403983, Windermere

201



1929, 1 miles, £1800, Spares or repair, with engine and gearbox, all information and inscriptions in France in the museum archives, confirmed by the Peugeot Club in the UK. 07795417745, Silsoe

PONTIAC

STAR CHIEF 8 CYLINDER



1954, 80,714 miles, £44,950, Rust free and in very good condition. Presents very well with good paint and chrome however it was noted the front wing has very slight damage. In very good order with recent upgrades. 01534 864073, www.leriche.com, Jersey (T)

PORSCHE

911 CARRERA TARGA



1983, 112,000 miles, £39,950, Well presented, well serviced condition with Porsche service book, pin stripe black interior, extremely original well cared for car, supported by both MoT and service history 01534 864073, Jersey (T) www.leriche.com

CARRERA GT LHD



2006, 21,063km from new, Basalt Black with Black leather, Just serviced at Porsche Centre, Stuttgart, Outstanding condition Stunning example 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

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AC Cobra DAX, Probably the best one anywhere in the country £34,500



Jensen Interceptor Convertible, 1952, One of only a few ever made, 4 litre, manual, with Rally history, Outstanding original condition £69,950



1977 Aston Martin V8 Series III S Spec Supplied by Aston Martin Sales of Mayfair. The 'S' Specification was announced in 1977 as a production line change with identification by a 'S' suffix on both the engine and chassis numbers. The revised specification known as 'First Stage Vantage Engine Tune' came with improved Valves, Camshafts, Carburettors, Vantage Exhaust System and Suspension improvements all of which delivered a quieter, faster, and a more economical ultimate Series 3, it definitely feels that they enhance a good car even more. This car chassis number V8/11734/RCS Engine Number V/580/1734/S has some lovely features including electric windows/Walnut dash/automatic transmission/air-conditioning/stainless steel exhaust/new tyres/factory fitted electric sunroof a quite rare option. The engine transmission and mechanicals have been reworked further to make quite a potent driving machine Viewing Welcome £165,000



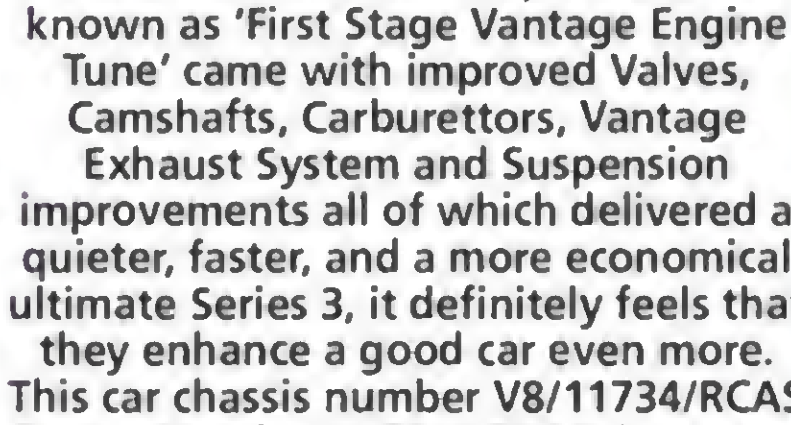
Datsun 240Z LHD, rare Auto. This is in excellent condition 18,450



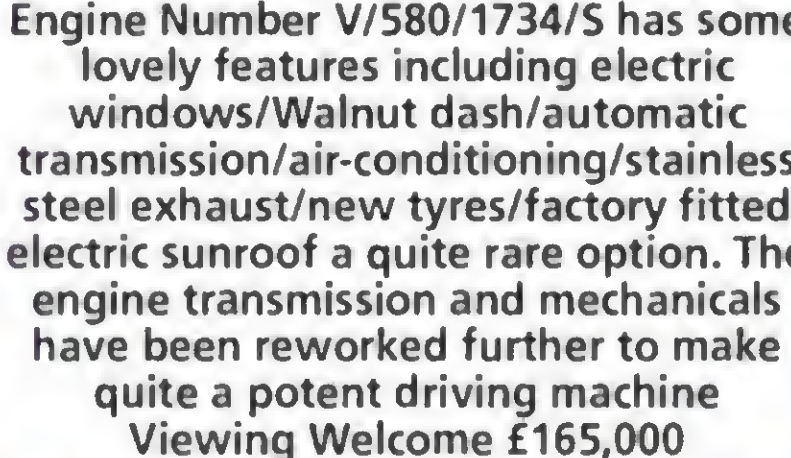
Lotus XL SE Dry Stored for the last 15 years, Excellent paintwork and interior, very low mileage, needs recommissioning £5250



Rolls Royce 25/30 Limousine, 1936, Excellent condition, Ideal Wedding car, Ready to work, Non-original engine £35,000



Citroen DS21 LHD, in nice condition throughout, been well maintained, 2 owners from new £12,750



Alfa Romeo Spider 2.0, 1989, in excellent condition throughout £7500



Rolls Royce Shadow 1, Rare Facelift model, Honey Gold, Biscuit interior, 3 owners £6750



Jaguar MK 9, Two tone, in nice condition, needs some restoration £11,750 with free delivery



Citroen Traction LHD, good condition throughout £12,750



Ferrari Dino 308 GT4 in excellent condition throughout, £39,450 P/Ex Welcome



Rolls Royce 1926 Limousine, 20HP, in Outstanding condition, £57,500



Bentley Aluminium Sports Saloon, 1949, Only 25 were built, £35,000



Jag MK 2 Big bumper, 3.4 in Red with tan interior. Makers oil pressure, very original. £14,950 delivery possible



Bentley Continental GT, 2004, was owned by Jack Barclay's accountant. It's only just reached 50k miles. Full service history from new £21,500



Porsche 944 S2, 3.0, 5 speed, Metallic Silver, unmarked paintwork, Full black leather interior, Excellent Condition, Factory sunroof, Excellent Service History £7750



Ferrari 355 re-creation from rare MR2 turbo, very quick in good condition £7450

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1975 MGB GT JUBILEE

ENGINE 1798cc/4-cyl/OHV **POWER** 95bhp@5400rpm **TORQUE** 110lb ft@3000rpm
MAXIMUM SPEED 106mph **0-60MPH** 12.9sec **FUEL CONSUMPTION** 22-28mpg
TRANSMISSION RWD, four-speed manual + o/d **MoT** 12 months **ODOMETER** 59,909 miles

WHAT'S IT LIKE TO DRIVE?

It hadn't been started for a while, but still roared into life after a couple of churns on the starter without excessive smoke, settling to a relaxed thrum. The engine warms up quickly enough and shows good oil pressure. This MGB comes across as being a willing performer in good mechanical health. The car copes well in modern conditions – the steering is responsive enough, the suspension exhibits no feeling of sloppiness or wear – actually feeling quite firm under cornering – and the gearchange is good, the overdrive working smoothly. The brakes stop the car smoothly and in a straight line and the clutch shows no signs of wear.

BODYWORK CHECK

The car is finished in its original British Racing Green with commemorative side decals, the latter being in excellent condition. The car has had some paintwork, but it's been carried out to a good standard. The chrome is presentable, the 'rubber' bumpers are excellent and – most importantly – the Jubilee-spec gold and black

EXTERIOR
Appears sound
One or two blemishes
INTERIOR
Good, but non-original
leather seat coverings
MECHANICALS
Runs well, no faults
noted

alloy wheels have survived well. The car looks good underneath – we could find nothing amiss even after a good prod – and panel fit is good. There is a small amount of bubbling around the front wing tips but this is not hugely significant and doesn't detract from the car's overall appearance.

HOW'S THE INTERIOR?

Clean and presentable throughout. The seats would originally have been black cloth but this car's gently mellowed leather-covered seats look the part. The carpets, door trims and headlining are also in good order, as is the glass – tinted according to the original Jubilee spec. The dashboard and its crinkly surfaces are

in pristine condition, as are the instruments, all of which seem to work as they should. The centre console is also unblemished and the original steering wheel is in excellent condition. There is a plaque on the dash, another Jubilee special edition feature, though this one's a reproduction.

UNDER THE BONNET

The car is clean under the bonnet, with all the fluids and wiring in the state they should be. There's some surface rust on the heater unit and front bulkhead, but nothing of any concern.

THE CCW VIEW

This MGB may not be a concours contender but reflects the care lavished on it by its previous owners. It appears to be sound and the minor rust is insignificant. The vast service history includes MoTs dating back to the late 1980s, confirming the mileage. Only 750 Jubilees were built, so it has instant collector appeal, something that makes the modest asking price look highly tempting.

Nick Larkin

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JAGUAR MKII 3.4 1964
with power steering & overdrive, only 57,000 miles from new. A1+ rated car, trophy winning vehicle. Absolutely gorgeous
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very rare vehicle to find, lot's of extra's, only 39,000 miles
£13,995



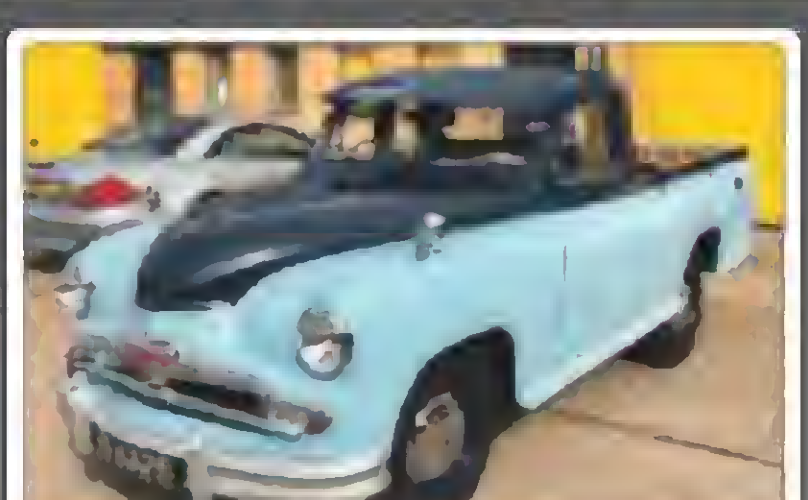
MINI EVOCATION
no expense spared, rebuild. Approx. 500 miles since. Mini world magazine featured show car. In excess of 22k spent, superb
£23,995



DAIMLER SIX 4 LITRE, 1995
62,000 miles FSH, superb vehicle with all usual Daimler refinements. X300 model with AJ16 engine, one of the best
£8,995



LOTUS ELAN TURBO SE 1991 only 67,000 miles. Ex Jersey collection car, finished in silk red met with full leather. Only £8,995



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Full restoration/rebuild 2013, Very, Very rare, Superb
£15,995



AUSTIN MORRIS MINI 95 PICK UP, 1980
very well restored example, many many new parts including sub frame. Rare car with few examples remaining
£17,995



AUSTIN NASH METROPOLITAN 1959
49,000 miles, only 4000 miles since rebuild. Heritage certificate, original radio, drives superb, cute car
£14,995



MERCEDES SL500 V8 2002.
only 60,000 miles F.S.H. Lovely spec car in rare cubanite silver. Just serviced.
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✓ **PROS** General condition, thick history file
✗ **CONS** Minor bodywork issues, not entirely original



Patinated leather has replaced the original cloth.



Some surface rust in here, but the B-series is healthy.

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996



2001, 89000 miles, £18000, 5 previous owners, I have owned for 2 years, just passed 12 months MoT, FSH at dealer or specialists, body kit, numerous factory upgrades. 07971 130361, York

928



1987, 137500 miles, £14950, Much loved, new MoT (November 2019), regularly used and runs well, recent cam belts, good tyres, spare space saver, paint and interior good for age/mileage. 07831 399587, Bordon

911



1979, 45550 miles, £27500, Owned since 1983, never used much, body is now in need of work on paintwork, in good condition for its age, engine gearbox and clutch in very good condition. 07771 525698, Menai Bridge

911



1983, 7003 miles, £80000, All mild steel parts have been re-galvanised as original, trim is black sports in very good order and suits the RS model, iconic car, full nut/bolt resto. 07712 580899, High Leven

993



1994, 110750 miles, £49950, With excellent history, HPI clear and in excess 13k recent expenditure, loads of receipts and last service at 109k, 2 sets of keys, unusually this car has air con. 07720 839298, Gloucester

924



1983, 121998 miles, £3450, Lovely, good original example, 10 months MoT, no advisories, drives extremely well, bodywork and paint excellent, all electrics work as they should, full service history. 07568 070211, Ruthin

BOXSTER



1999, 92000 miles, £4500, Beautiful, much loved, excellent condition, garaged, 11 months MoT, lovely to drive, reluctant sale, number plate in picture not included. 07779 787988, Brixham

964



1992, 76400 miles, £42500, Full main dealer / Porsche specialist service history, original documentation, immaculate condition inside and out, lovely car, RS steering wheel. 07794 670451, Thurston

996



1999, 69896 miles, £17495, FSH, beautiful, current MoT till 21.09.2020 (passed 10.09.2019 with no advisories), full stamped service book, invoices, handbooks, 2 keys, fantastic condition. 07951 109576, Tarleton

914



1970, 87000 miles, £4995, Very rare, with GT kit and RSR alloys, barn find and requires restoration, engine seems in good order, wheels move freely, steering is nice and light. 07786 778866, Reading

912



1966, 58574 miles, £29995, Matching numbers, originally exported to America now fully UK registered, Porsche Certificate of Authenticity, original engine that runs well. 07307 198356, Exeter

BOXSTER



2001, 74000 miles, £10750, Top Porsche specification car in superb condition with Porsche service history, over £6000 spent on new I.M.S bearing, radiators, so drives superbly. 07446 881808, Nottingham

928



1988, 58000 miles, £74928, Very rare, one of 42 cars made, massive history file, owned since 2012, meticulously maintained, unrestored, original car in superb condition. 07966 207865, London

RELIANT



1978, 128266 miles, £3495, Engine fully refurbished 2004, recent new alternator, new water pump, refurbished radiator, serviced by Queensbury Road Garage since 2001, driven regularly. 07817547601, Cambridge



2003 ROVER 75 1.8 TURBO
MILEAGE 128,000 PRICE £600 ONO TEL 01787 584128 OR 07985 454336 (SUFFOLK)

Blue, 3 owner car, well looked after, with full service history, MoT March 2020, in very good overall condition, 10 track multi CD player plus tapes, regularly serviced, new cambelt, manual. (SC 3237)

RENAULT



1994, 33000 miles, £3250, Very clean car, full year's MoT, full service history, excellent condition inside and out, all previous MoTs, please call for more information. 07772 695314, Armadale

ALPINE A610



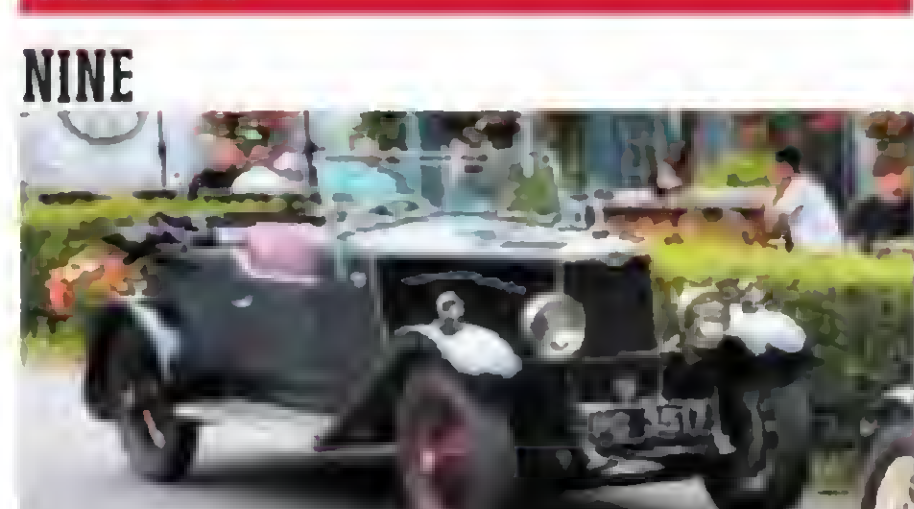
1994, 64000 miles, £22000, Fully restored, owned by me for seven years, comes with a full service history, full body restoration by Renault Alpine tuning services, complete respray. 07885 115214, Droitwich

8 GORDINI DACIA 1100



1970, 5,800 miles, £1,750, onvo, Lhd complete car, registered in UK, with log book, requires restoration, welding, floors corroded, bodywork needs attention, chassis is fine, viewings, available could deliver in UK 07866 659677, Essex

RILEY



1929, 96108 miles, Fitted with an attractive fabric, starts easily and shows good oil pressure, a very large radiator has been fitted which is a real asset in hot weather, hood is sound. 01159 314362, Nottingham

ELF



1968, 88275 miles, £9300, Restored in last 6 years, walnut dash, leather seats, always garaged, not seen rain in 12 months, complete respray, engine rebuild, been in a couple of shows. 07702 192307, Totland

ROLLS-ROYCE



1937, £29,950, onvo, Hooper body limousine, owned for over 50 years, replacement cylinder head in 1989, approx. £3500 spent on body work in 2011, little use in recent years, very original car. 01743 362024, Shropshire

CORNICHE CONVERTIBLE



1974, 18,000 miles, £125,000, Blue Diamond Silver with contrasting Cotswold Beige hide and a dark Blue mohair hood. Upgrades include HBE roll bars and CD head unit. This is as good as it gets 01737 844999, Surrey (T) www.rsandco.co.uk

20/25



1935, £55,000, Totally restored in the late 90's including having a new head fitted. Her Beautiful unblemished coachwork is finished in Two-Tone Burgundy and Black with unmarked fluted Grey leather interior 01794 390895, Hants/Wilts (T) www.ivorbleaneyclassiccars.co.uk

SILVER SHADOW



1972, 20,000 miles, £44,950, Full and comprehensive history file, we have been servicing and maintaining it since 1993, in 1994 it won a class win at the RREC national rally and went on to win masterclass and many other awards 01737 844999, Surrey (T) www.rsandco.co.uk

ROVER



1965, 46,000 miles, £15,000, Manual, overdrive, 46,000 miles believed genuine. Beautiful condition inside and out. 07429 099346, Lincolnshire

P4 100



1980, 100,000 miles, £7999, The car was well used and looked after, 28 old MoTs, new recon steering box, new water pump, recently serviced, the vehicle has a good registration number, px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINI



1998, 82400 miles, £4500, 5 previous owners, had it the past 6 years, kept it in good repair as it's my daily runner, runs reliably, starts first time every time, sounds/drives great, MoT Sept 20. 07597 739583, Manchester

P4



1957, 88600 miles, £2800, Starts first time and drives good, for its age, it's in good condition, good little runner, interior clean and tidy, seats have been repaired in few places, tax/MoT free. 07906 058382, Swansea

ROYALE



1977, 44 miles, £21000, Has an MoT until 2022, complementary leather interior, recent undersealing of underside of car, disc brakes all round, all parts renewed where necessary. 0208 6515711, South Crofton

SAAB



1990, 122000 miles, £4850, Superb, low mileage example, drives without fault, 12 month MoT, full service history, sold with standard 15" alloys, Carlsson 16" inch alloys for extra. 07879 118777, Darlington

9000



1992, 103664 miles, £1200, Full documented service history, 2 keys, refurbished black leather seats fitted two years ago, no rust, all electrics in working order, resprayed in 2016, great runner. 07958 364015, London

SINGER



1964, 26,000 miles, £7,500, onvo, Recent MoT, never needed renovation, excellent chrome and interior, need a good polish 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

SKODA



2004, 90,000 miles, £1,999, Diesel, 2.0 6 Speed, Manual, Power Steering, Remote Central Locking, Comes With 2 Keys, Fitted Parking Sensors, Alloy Wheels, Stereo And CD player, Electric Windows 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

STANDARD



1957, 54,234 miles, £1,950, Manual, in good condition, would suit someone that needs a project for the winter, everything worked a few months ago when it developed excessive play in the steering 01633 440868, South Wales

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- A large and detailed article appeared in the April 2005 edition of this very magazine, with outstanding studio photographs as shown here. (By kind permission of Michael Baile)
- The car has won many concours awards as well the TR register Master Class.
- Currently shod with Minilite alloys the original wheels are available by separate negotiation.
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1974 TRIUMPH STAG

ENGINE 2997cc/V8/OHC **POWER** 145bhp@5500rpm **TORQUE** 170lb ft@3500rpm
MAXIMUM SPEED 118mph **0-60MPH** 9.5sec **FUEL CONSUMPTION** 18-24mpg
TRANSMISSION RWD, four-speed auto **MoT** 12 months from sale **ODOMETER** 46,578 miles

WHAT'S IT LIKE TO DRIVE?

The car does not hesitate upon start-up and the V8 appears to have been well serviced and maintained. Oil pressure remains at a healthy 2.5 bar at idle, rising to 3.5 bar under load. It does not smoke, rattle or make any untoward noises – just a lovely V8 note from the exhaust, which is well-sealed with no gases escaping. The car feels well-balanced on the road and the steering is feather-light without feeling loose. The car is a real cruiser, the torquey V8 performing impeccably; it can feel a little languid at low revs but once up in the power band the V8 pulls well. Braking is positive and the pedal feels firm. There are no vibrations, but the car does veer slightly to the right under braking.

BODYWORK CHECK

This Stag looks resplendent in its Sapphire Blue paint and gold trim. The paint is in excellent condition and the bodywork undamaged. There is no rust and it retains a fresh-looking coat of black stone chip underneath. The wheels were fully refurbished and diamond-cut in January 2018 and remain

EXTERIOR

Newly
refurbished, original
wheels, rust-free

INTERIOR

Recent refit so it's
practically brand-new

MECHANICALS

Faultless, smooth
drive

in perfect condition; the Nexen tyres look as though they were probably replaced at the same time. The chrome bumpers and trim pieces present well overall but would benefit from a good going over with some quality metal polish.

HOW'S THE INTERIOR?

The car was treated to a complete interior refit last year costing just shy of £1000. Parts fitted included new seat backs, foam and covers, as well as a brand-new Moto-Lita steering wheel and as a result the interior looks fantastic. The contrasting light blue seats are firm yet comfortable and all of the carpets and door cards appear fresh. The dashboard is in top condition, the wood

veneer is not damaged, cracked or peeling and all of the gauges work perfectly. The boot area is in a similar condition, with no dampness or other signs of water ingress.

UNDER THE BONNET

The engine bay is clean and tidy and the car does not suffer from any leaks from the engine or drivetrain. All of the ancillaries attached to the motor appear to be in good condition and there are no tired looking pipes or hoses. To top it all off, the suspension springs and bushes show no signs of excessive wear.

THE CCW VIEW

We love the way that this Stag drives. The V8 engine twinned with the automatic gearbox really does make for a great cruiser and provides a very laid-back driving experience. It feels solid and much younger than its actual years. With zero rust and a brand-new interior, this classic Brit is ready to be enjoyed immediately and with a detailed history file and low mileage you'd be hard pressed to find another of a similar calibre. The asking price looks right, too.

Dale Vinten

- ✓ **PROS** Mechanically impeccable, low mileage
- ✗ **CONS** Inertia reel seatbelts need replacing



£1k interior refit means that the cabin feels brand new. Sonorous 3.0-litre V8 shows healthy oil pressure.

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EIGHT



1954, 77771 miles, £4995, Outstanding, full history, acquired it a year ago, qualifies for MoT and road tax exemption, structurally and mechanically extremely sound, body repainted. 07786 956 161, Southend-on-Sea

SUNBEAM

RAPIER



1969, £3,995, Open to offers, Probate sale. Rare 1725cc with o/d. Blue with grey int. virtually rust free example in daily use. MoT Feb 2020. drives superb and in daily use. Very hard to find coupe. Any inspection welcome. 07743 425893, 01424 218639, Hastings

ALPINE



1964, 12910 miles, £16000, Recent restoration, many new parts, shell chemically stripped, new wings, front panels, floors and sills, resprayed, underselaed and waxoyled. 07753 997401, Bexhill-on-Sea

TOYOTA

LANDCRUISER FI 45



1974, £23,500, Long wheel base pickup, 2f engine, 5 spd g/box, body off refit, new doors & wings, original reupholstered seats, new headlining, recent exhaust & headgasket, MoT'd tax exempt, solid, usable, lots more 07717 206358, Essex

SPORT 800



1968, 74,986 miles, £37,950, Has recently been imported from Japan, in extremely good original condition. needing some slight cosmetic attention to rubber trim seals 01534 864073, Jersey (T)

CELICA



1989, 80000 miles, £9750, Fantastic, in super condition, running a staggering 500BHP, little recent use, been well looked after, huge sum of money spent on it, MoT until June 20. 07535 811324, Malvern

MR2



1992, 44235 miles, £1250, Nice appreciating classic, loads of history, lovely to drive, has recently been serviced, brakes overhauled, clutch replaced, new alloys, tyres, new battery. 07586 000111, Gateshead

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FI



1981, 114 miles, £24750, Fully restored some years back and retains many original features, truly is an honest and rustic example, lots of fun and smiles, uprated suspension. 07545 282051, King's Lynn

FI



1979, 55 miles, £22750, Long and successful history of reliable service, all the paperwork required, fitted a/c, power steering, uprated suspension, tints can be removed at no cost. 07545 282051, King's Lynn

TRIUMPH

2000/2500 MK2.



1973, 66,850 miles, £3,500, or best offer, 2500 engine and o/ drive gearbox, 1&3/4' SU's ally rocker cover & spin off filter. loads of paperwork and all old MoTs to 06/20, never laid up and used regularly all its life, drive away anywhere. 01872 278980, 07443 935659, Cornwall

TR4



1963, 3,560 miles, £18,000, ono, LHD within recent mileage, comprehensive, mechanical upgrade rebuild by TR professionals. All bills available in support. All original equipment with vehicle eg seats, bumpers etc. 07931 357630, West Yorkshire

1300 FWD



1970, 72,180 miles, £2,950, ono, New body panels, also lot of new parts, very long list on request, roadworthy, paint okay, interior/ engine bay good condition 01785 663866, Stafford

STAG



1975, 121,338 miles, £12,250, Manual, floor & bodywork perfect, new soft top just fitted, improved cooling system with dolley carb and large road wheels make this car very special to drive, call for more info 00 353 872452414, Carlow

TR3A



1960, £20,995, In excellent condition throughout with overdrive, black interior, very well restored many years ago, drives very well, will come with 12 months MoT 01487 842168, Huntingdon (T) www.trgb.co.uk

TR3A COMPETITION CAR



1959, 76,221 miles, £24,000, Fully prepared competition, uprated engine, steel crank and rods, special exhaust, twin 48 DCOE Webbers, rack and pinion steering, rear watts linkage etc, alloy wheels, lots of history, roll cage. 01388 722570, Country Durham

TR6



1972, £19,995, Original UK 150 BHP, red with black trim, 5 speed gearbox, drives very well with extractor manifold and overhead linkage kit, will come fully serviced with 12 months MoT 01487 842168, Huntingdon (T) www.trgb.co.uk

TR6 OVERDRIVE



1970, 2,900 miles, £26,500, ovno, Fully restored in 2009 only 2900 dry miles since. Old English white, red leather, red mohair hood, chrome wires, adjustable shocks, kenlowe fan, electronic ignition, very clean painted underside. 07392 053386, Staffordshire

SPITFIRE LHD

1962, Green, ex California, need complete restoration, reduced to £3750, call Paul if seriously interested 07593 438955, Surrey

TR6

1972, £25,995, Concours condition, hardtop, part ex, interesting classic 07968 332641, Nottinghamshire

DOLOMITE



1979, 34500 miles, £2100, In excellent condition for an almost 41 year old car, interior in very good condition and everything in full working order, clean and tidy, road tax/ MoT exempt. 07967 287785, Westhoughton

13/60



1967, 54455 miles, £6995, Beautiful, fully working and with a new battery, MoT exempt, tax free and Ulez exempt, in full working order and driven on a regular basis, runs great. 07825 368341, London

STAG



1976, 109500 miles, £12595, 1 owner since Aug 1996, hard/ soft top, open top, been well maintained with some work done, bare metal respray, been waxoyled underneath, tax/ MoT exempt. 07880 795572, Wootton

1500



1975, 62476 miles, £5500, Very good condition, fun & fabulous to drive, purchased my Spitfire in April 2015, super car, beautiful solid bodywork, passed its MoT with no advisories. 07838835217, Preston,



SWIFT SC92
PRICE £13,500 TEL 07761 549454 (LANCS)

Low mileage engine, LD200 gearbox, in date belts, fire extinguisher, ideal heritage Series Pre 93 Hillclimb Class, ready to race, (Trade). www.ah-classic-cars.co.uk (SC 3240)

HERALD



1968, 50000 miles, £1000, Needs loads of bodywork but all mechanics are in good order, please call for more information. 07580032571, Brimington,

TR3A



1959, 76221 miles, £24000, Fully prepared competition, uprated engine, steel crank and rods, special exhaust, twin 48 DCOE Webbers, alloy wheels, lots of history, roll cage. 01388 722570, Rushyford

TR4A



1966, 123456 miles, £18500, With overdrive, original matching number engine, repatriated to the UK early 2019, carpets need to be replaced, true mileage not known. 01452 525079, Gloucester

VITESSE



1967, 61700 miles, £12000, Non-molested, excellent runner, a head turner, beautiful classic, rare, it has all original parts, excellent interior/chassis, vast service file. 07917 148030, Edge End

2000



1973, 66850 miles, £3500, 5x alloy wheels (Stag type) in excellent condition and very good tyres, never been laid up or stored, always been on the road, used regularly, 3 previous keepers. 07443 935659, Threemilestone

TVR

CHIMERA



1998, 64,000 miles, £13,750, or best offer, Magnolia leather interior, black hood, TVR FSH, MoT July 20, recent new battery, tyres, TVR no plate, outriggers replaced 2015, regularly serviced, always garaged 01460 75318, Somerset

TVR

TAMORA



2003, 31600 miles, £26000, FSH and lots of documentation, leather interior, stunning example, much loved car but need garage space, new battery fitted in 2018, sports exhaust, MoT June 20. 074622 28156, York

VAUXHALL

CHEVETTE



1981, 100000 miles, £6250, HSR replica, started with a strong shell new full body kit fitted, 18sri engine fitted twin carbs, new vented seats, refurbished door cards, bolt in roll cage also available. 0161 2920268, Droylsden,

VOLKSWAGEN

GOLF GTI SPORTLINE MK1 1800CC CONVERTIBLE



1991, 136,235 miles, £7,500, ono, Classic, great condition for age, well maintained, MoT, original manual & service book, some history, rare, very few left, lady owner for last 15 years, reluctant sale, BBS alloys, new tyres, e/ hood 07973 559368, Norfolk

GOLF



1999, £1,899, Electric windows, power steering, power hood, 2 keys, remote central locking, ABS brakes, 16" BBS alloys, in black, the hood is in good condition, also heated back windows, fitted stereo 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

BEETLE



1971, 3000 miles, £5700, Engine reconditioned when bought and has done under 3,000 miles since, clutch needs replacing so will need towing upon collection, no exhaust system included. 07494 613084, Uckfield

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Jeep Wrangler 4 Ltr Sahara Ltd YJ Auto - £5995



Talbot 110 VDP Tourer - £46,995



MG Midget, 1500cc - £4995



Jaguar XKR Coupe - £8,750

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BMW: 325i M-SPORT, M3, E30, E36

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RS MODELS, CAPRI, CORTINA, SIERRA, XR2 XR3, S1/S2 RST

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LANCIA: DELTA INTEGRALE, HF TURBO

MERCEDES: ALL 70'S/80'S/90'S, R107 SL MODELS, COSWORTH

MODELS, PAGODA, STACK LIGHT MODELS, AMG, BRABUS ETC

MG: ALL MODERN CLASSIC MODELS CONSIDERED

OTHER JAPANESE CLASSICS: ALL DATSUN, HONDA, MAZDA,

MITSUBISHI, NISSAN AND SUBARU MODELS CONSIDERED

PEUGEOT: 205 GTI, 405, MI16

RENAULT: 5 TURBO, GORDINI, ALPINE

ROLLS ROYCE: ALL CLASSIC AND

MODERN MODELS CONSIDERED

TOYOTA: 2000GT, AE82, AE86, AE92,

COROLLA, COROLLA GT, CELICA,

CROWN, CRESSIDA, LANDCRUISER,

STARLET,

TVR: ALL CLASSIC AND MODERN

MODELS CONSIDERED

VAUXHALL: ALL MODELS CONSIDERED

VOLKSWAGEN: MK1/MK2 GTI, G60,

RALLYE, T1/T2 KOMBI, KARMANN, GHIA,

EARLY SCIROCCO, CORRADO

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CHASING CARS

1969 VOLVO P1800S

ENGINE 1986cc/4-cyl/OHV **POWER** 118bhp@5000rpm **TORQUE** 123lb ft@3500rpm
MAXIMUM SPEED 112mph **0-60MPH** 10sec **FUEL CONSUMPTION** 25-30mpg
TRANSMISSION RWD, 4-speed man+ o/d **MoT** 12 months from sale **ODOMETER** 132,178 miles

WHAT'S IT LIKE TO DRIVE?

It starts at first time of asking and runs smoothly once the choke is dispensed with. The clutch is firm and bites at just over half travel. There is little play but good feedback in the unassisted steering. Once warmed, the twin SU carbs appear well set up with lively performance from the B20 engine, surefooted handling from the firm (but not harsh) suspension combined with assured braking.

BODYWORK CHECK

The car has been fully restored within the last three years so the straight panels and bright red finish blend in well with the chrome fittings, most of which appear to be original. There are a couple of dings in the driver's door strip but while the large grille is showing its age, the patina is light. The door handles and quarter light chrome are also original with light pitting, while both bumpers are recent polished stainless steel. Underneath, an even coat of underseal protects with no evidence of corrosion or major repairs and the wheels have been painted in the correct



silver with new trims and wear recent tyres.

HOW'S THE INTERIOR?

The black vinyl foam seating base has retained its full support and the covers show minimal wear. That said, the finishing trim to the driver's seat frame is loose and the original sun visors appear tired. Carpets are recent and have been protected with overmats and the original door cards are in good condition, though their chrome embellishing strips are showing some wear. Originality is prominent in here; there are some age cracks in the centre of the steering wheel and the rev counter glass. The host of gauges and dials operate as they should, apart from the rev

counter, which seems a little exaggerated. The Radiomobile radio is just for display (there's a modern Sony CD player beneath the dash) but the sliding Webasto sunroof is a welcome addition.

UNDER THE BONNET

The bay area is largely untouched but clean and free from any fluid leaks with a freshly painted rocker cover. The history file is comprehensive and includes a workshop manual plus MoTs dating back to 1993 and invoices from 1994, which total well over £30k covering all service and restoration work. £18k has been spent on it in the last five years alone, including on the respray.

THE CCW VIEW

This is a well-preserved example courtesy of one long-term custodian who invested heavily in it. The exterior is of show quality and requires little doing to it other than some small improvements. The asking price is about right for a P1800 in this condition, and we think that this example is likely to prove to be a sound investment.

Grant Ford

- ✓ **PROS** Mechanical longevity, finish and trim quality
- ✗ **CONS** Minor interior niggles need sorting



Little to address in here other than minor detailing.



Clean and tidy engine bay suggests fastidious treatment.

BUY IT FROM Orchard Classics, Orchard Business Park, Arundel, West Sussex BN18 0GA. 01243 555595, orchardclassics.co.uk

GOLF



1996, 121000 miles, £4500, Rare, MoT until June 2020, a couple of small rust spots, radio not working, small oil leak, running well, please call for more information. 07342 880605, Newtownabbey

GOLF



2007, 110000 miles, £5750, Wonderful, a bona fide classic, in great condition, full service history, MoT to July 2020, leather, sunroof, 18" alloys, paintwork is smart. 07879 118777, Darlington

SCIROCCO GTX



1988, 115,000 miles, £2,000, ovno, very rare, drives 100% alloys car does need little bit paint but not rusty. All paperwork, call for details, ill health reson for sale and lack off space 07547 152301, Northamptonshire

TYPE 3



1971, 40180 miles, £12000, Engine and interior genuine and in excellent condition, body needs minor work, full service history, MoT, dry car, comfortable, drives perfectly. 07931 371670, Great Missenden

GOLF



1998, 82400 miles, £1850, In good condition for age, no rust, never welded, full extensive history, MoT until May 2020, 2 sets of wheels, fully waxoiled underneath. 07816 828224, Penyffordd

GOLF



2005, 29000 miles, £7295, Super condition inside and out, is in fantastic condition, thousands spent on keeping it mint, stamped service book, 4 new Yokohamas, unmolested. 07770 223418, Gayton Wirral

GOLF



2008, 106213 miles, £7000, Stunning, full history, 2x fob keys, no doubt this is a future and appreciating classic, Hankook tyres, Diamond Ct 18" alloy wheels, auto dimming mirror. 079702 20557, Dullatur

VOLVO

AMAZON 122S

1969, 30,800 miles, £7,750, ono, Stunning red , white interior. recent restoration.many new parts.bare metal respray.Drives superb.must see. 07908 297548, Dorset

P1800

1964, Black nut and bolt restoration to the highest standard, LHD, ex California, please call if seriously interested 07593 438955, Surrey

164E



1973, 96,800 miles, £8,995, The six-cylinder luxury saloon from Volvo was launched at the Geneve Salon exactly 50 years ago, rare items include original fully working Volvo radio, original half moon shape spare fuel canister 01908 270672, 07889 805432,Bucks (T) www.classicmobilia.com

S70



1997, 26000 miles, £4000, Excellent condition, super inside and out, please call for more information. 01724 784881, Scunthorpe

940



1992, 128000 miles, £2500, Rare, 2 owner car, current owner since 1995, mechanically sound and currently in daily use, 10 months MoT left, recent work undertaken, new tyres. 017922 91102, Sketty

145



1973, 180000 miles, £6999, Very practical classic in good condition, quite a rare model, very solid body, underseal in great shape, interior great and I think entirely original, restored. 07446 091338, Huntingdon

AMAZON



1967, 33447 miles, £2500, Two sets of wheels and tyres, new disc and brake lines, does run but has a bit of work, welding, electrics and interior, please call for more information. 07834 552017, East Preston

WOLSELEY

1500



1960, £4,950, Has MoT, a good sound example showing 85000 miles 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

HORNET



1931, £29,950, Given a 'body off' restoration including the engine being stripped and rebuilt and much more besides, Rebuilt frame then re skinned with aluminium 01794 390895, Hants/Wilts (T)

15/45 TOURER CONVERTIBLE



1927, 5,800 miles, £10,000, or best offer, imported from Belgium, kept dry in museum, garaged never restored, original condition, tax/MoT exempt, no rust, suitable for business/weddings, viewings available in Harlow, could deliver anywhere in UK, 07866 659677, Essex

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CONWAY TARDIS FOLDING CARAVAN £500, Cream, VGC, 6 berth, will swap for very small caravan or box trailer. 07835 747275, Blackpool

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1956, 18,000 miles, £6,750, ono, Ex-MoD with communications/ radio body. V8 petrol with LPG conversion. Genuine 18000 miles from new. Restored some years ago and dry stored for the last 6 years. 07913 234661, Suffolk

KIT CARS

GENTRY MG TF REPLICA



1961, £1,500, ono, MG TF 'Gentry'. Triumph running gear. Gentry chassis. Private plate. Chrome and wheels believed original. Non-runner; ignition and seized clutch. Simple, cheap project. Life change forces sale. 07980 978075, Bristol

MOTORCYCLES & SCOOTERS

MOTOCOMFORT TAP



1935, £1,850, Green/black, manual, needs restoring, original bike. 01538 753086, Staffordshire

MZ TS150



1979, £1,650, ono, Ride-away example, excellent starter, MoT to June 2020, in April becomes MoT/tax exempt, 5th owner, comes with original seat, V5c in my name, in original condition, nice patina, good tyres. 01536 515851, Northamptonshire

PANTHER M120



1960, £7,895, 650cc. In lovely unrestored condition. Nice period Watsonian single seater sidecar with sidecar brake. Handles great and everything working correctly. V5c. 07798 866071, Middx.

SUZUKI GSF 12000 S

2002, 24,000 miles, £1,650, MoTd, excellent condition, heated grips, service history. 01952 550212, Shropshire

OTHER VEHICLES

AUSTIN A40 DEVON DEVON



1951, £9,000, or best offer, drag race car fitted with 1971 Dodge Challenger V8 and auto transmission. That alone is worth some good money. Ford 9" bullet-proof axle. Selling for a friend who has stopped racing. This is a fast car 07837 985973, 01905 830434, Worcs

PROJECT CARS

AUSTIN 10/4 SHERBORNE

1936, £500, Chassis Nu. G86416 reg nu. DMH527. No body, has springs, rear axle, fropnt axle, prop. rad. 4 wheels, no V5, scrapyard rescue 50 years ago. Ideal basis 10/4 special. Chassis rust proofed/painted 01359 258626, Suffolk

MGB GT

1981, 83,000 miles, £999, Black, manual, complete car, no MoT, needing renovation, please call for more information 07860 926907, Suffolk

MORRIS TRAVELLER

1970, 76,000 miles, £1,200, Blue, manual, body work requires attention, can be driven away, good winter project 07922 085189, Nottinghamshire

SUN 175CC MOTORBIKE RESTORATION



£850, No docs or V5C, collection only, spares or repairs, please call for more information 07719 020463, North Wales

TVR 350I



1987, 100,000 miles, £595, ono, shell only with doors, bonnet, boot and bumpers. Hard to find spares or for race car project. Possible delivery subject to a fee 07831 604434, Bradford

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1991, Open to offers, Rare GTI model, restoration project, V8 engine, loads of history and spares 07850 289500, Nottinghamshire

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£30, Including P&P, Volvo arctic + Ford cargo truck + Leyland van, Weetabix decals all mint & boxed, other Diecast available. 01744 637052, St Helens

DINKY



£20, Including P&P, Ford Thunderbird Convertible in Red, 1955, mint and boxed, 01536 203200, Northamptonshire

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£10, handy hand held lightweight for small jobs with a electric welder. 0161 2875845, Manchester

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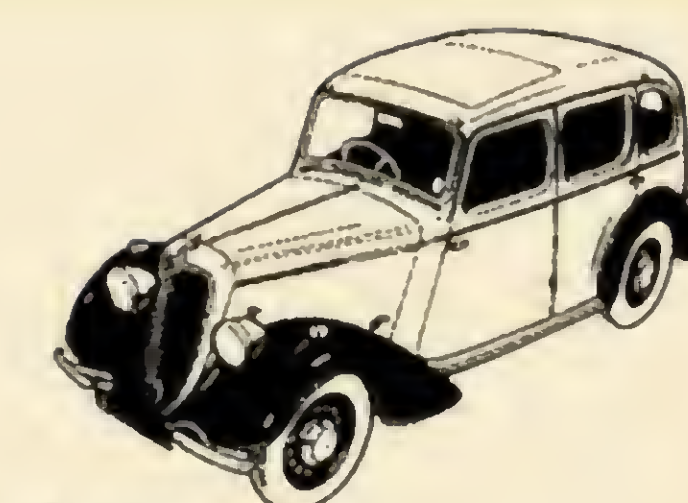
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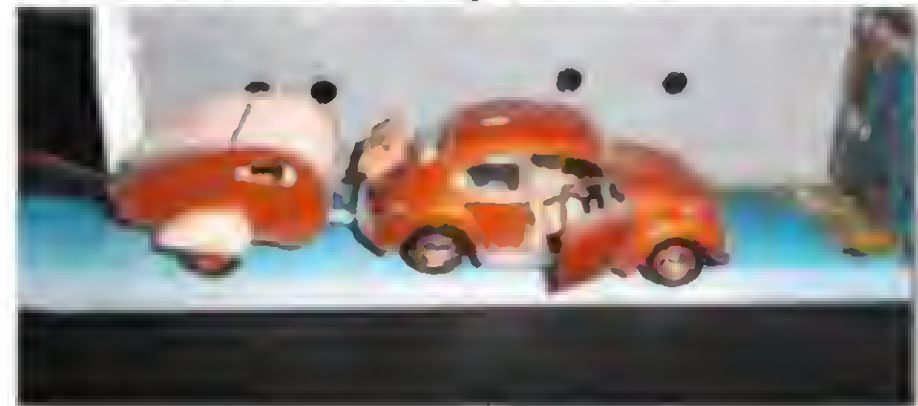
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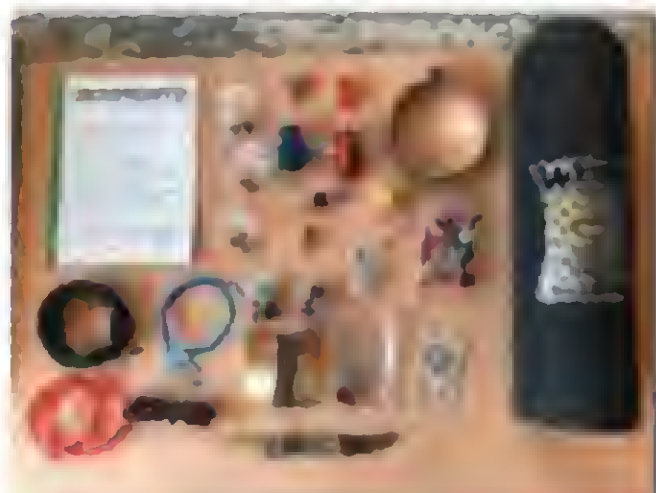


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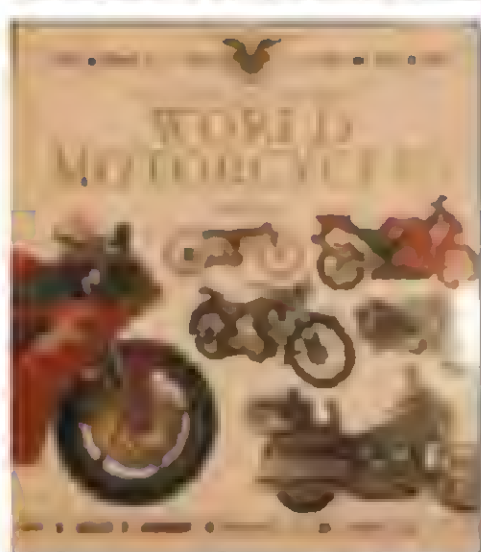
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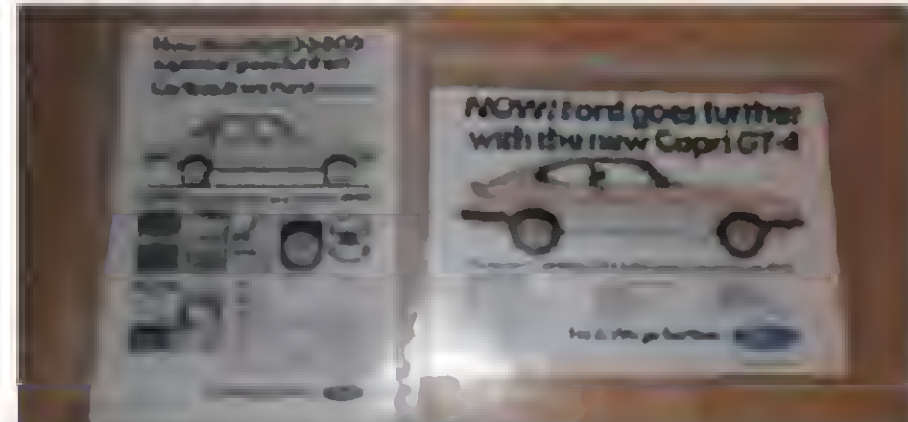
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Wanted. All models in any condition, restored or unrestored 07836 639603, Essex (T)

STANDARD VANGUARD PHASE 3

Wanted. (1955-58) preferably in black, must be a Phase 3 saloon, private buyer not a dealer, will travel if right condition/ price, please call 07860 620663, Cumbria

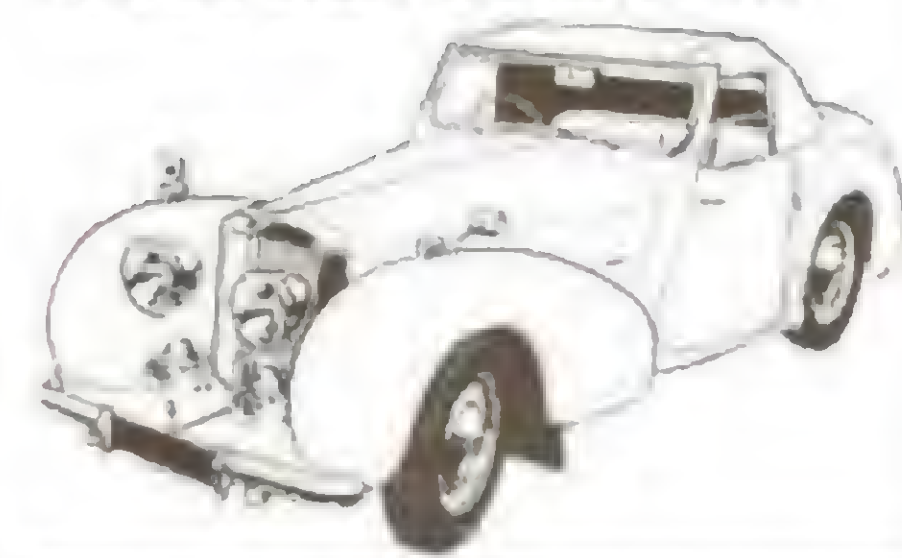
SUNBEAM ALL MODELS

Wanted. In any condition, in need of restoration or previously restored 07836 639603, Essex (T)

TOYOTA HILUX

Wanted. Pickup truck, petrol or diesel, 4x4 07760 973452, Essex

TRIUMPH ROADSTERS 1800/2000



Wanted. We are keen buyers of all conditions, ££££ or transfer nationwide collection, please call us. 01487 842085, www.westendclassics.co.uk, Cambs (T)

TRIUMPH TR2/3/3A/4/4A/5/6 STAGS, VITESSE CONVERTIBLES & GT6'S

Wanted. Condition from restoration to mint. Fair prices paid, cash or cheque. Payment on collection or drive to us. Fast, reliable service, instant decision, any distance. 07801 631632, www.trgb.co.uk, Huntingdon (T)

TRIUMPH WANTED

Wanted. All models: TR 2,3,4,5 and 6. Stags and any other models considered 07836 639603, Essex (T)

TRIUMPH WANTED

Wanted. All models: TR 2,3,4,5 and 6. Stags and any other models considered 07836 639603, Essex (T)

TVR WANTED

Wanted. All models in any condition, in need of restoration or restored 07836 639603, Essex (T)

VAUXHALL CRESTA/VELOX

Wanted. Cresta or Velox, preferably a runner but anything conciderd 01934 751216, 01934 751216, Somerset

VESPA, LAMBRETTA, PHOENIX, BOND, MAICOMOBIL, DKR DAYTON



Wanted. 1950-70s Scooters restored, rusty or in bits, sidecars/side boxes,original crashbars, racks, wheel discs, windshields, Tartan/Leopard print seats covers, panniers, backrests etc 07790 766805, Hertfordshire

VOLVO 940 ESTATE

Wanted. 2.0 ltr GL, 1990/92 manual injection in VGC, please call with details 07986 959015,

WOLSELEY CAR

Wanted. 6 99, 6 110, 16/50 and 15/50 models. Good runner and bodywork. Please call for more information. 07771 510562, Norfolk

AUTOMEMORABILIA

Wanted. Interesting job lots wanted by collector 07838 819150, Nottinghamshire

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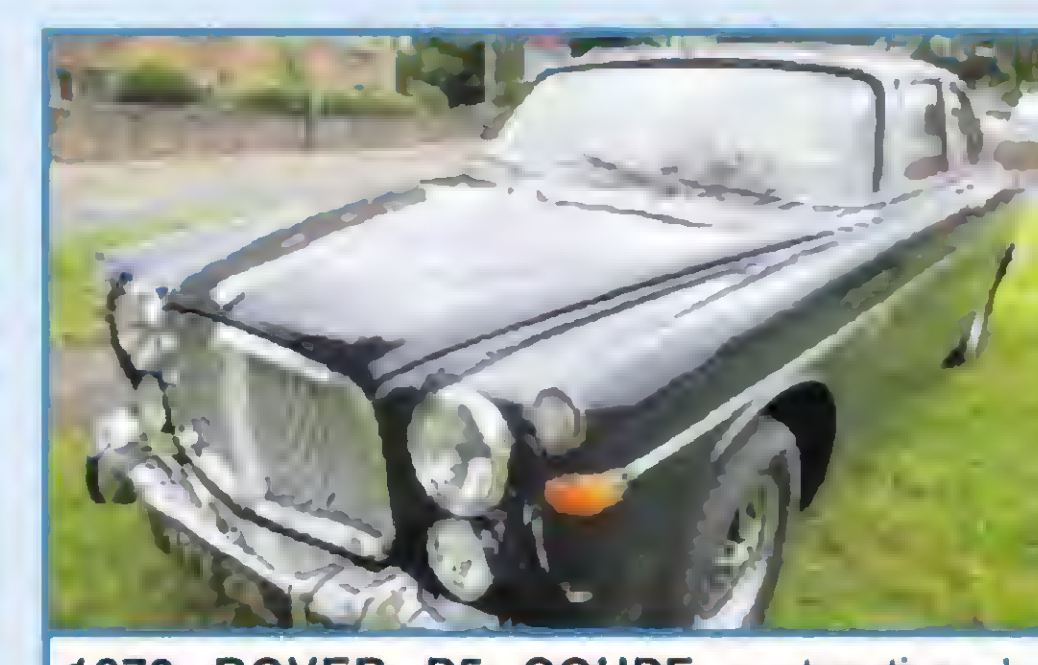
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Classic & Sports Car Specialist



1958 AUSTIN A35, Comes with Large history file, new tyres, drives great – solid tidy car£4,995



1972 TRIUMPH TR6 150 BHP Man/O, mileage from new!, 3 owners, second owner from 1982, Engine gear box and axle have been overhauled in last 20,000 miles£26,995



1972 ROVER P5 COUPE restoration by Cleevevood Garage, New sills, rubbers, seats, carpets, roof, headlining and chrome - Superb Car!£22,500



1970 FORD LOTUS CORTINA MKII Good example! Rebuilt Nick Staggs Engine, new seats, carpet, headlining, tyres, battery and brake£34,500



1973 BMW 2002 5 Speed with extensive history, all old MOT's£22,000



1958 TRIUMPH TR3 5 owners, wire wheels, Man/Overdrive, Just completed refurbishment after 20 years storage£29,995



1953 FORD CONSUL New tyres, some history, exceptional condition, 12 months MOT£9,995



1981 TRIUMPH SPITFIRE 1500 With over drive, extensive history full restoration by last owner, new wheels and tyres, new stainless steel sports exhaust, full leather, all new tops, modern blue tooth stereo - stunning car!£10,995



1973 MGB ROADSTER Tartan Red, Man/O, New minilites and tyres, new complete sills, hood, carpets, chrome, brakes and suspension, fuel pump and battery electric ignition, electric fan, load of new parts!£12,995

1958 AUSTIN A35, Comes with Large history file, new tyres, drives great – solid tidy car£4,995

1969 LOTUS ELAN +2, Fully rebuilt including chassis and engine, New interior including dash, New head, servo and door hinges and alloy radiator, New solid drive shafts fitted- a Superb Car!£29,995

1970 MGC ROADSTER, Sold by us 20 years ago! BRG, uprated black leather seats, knock-on Alloys minilites, fully rebuilt engine – just a superb car! RHD£27,995

1973 JAGUAR E TYPE V12 ROADSTER, UK Car, Full service history, extensive restoration carried out by well known specialist£99,999

1974 PONTIAC TRANSAM 455 SD, VERY RARE CAR! only 212 hand built cars produced - this is the real deal! not a clone, Last of the GM Muscle Cars!£99,995

1974 CADILLAC CONVERTIBLE, good all round condition, power roof£12,500

1981 TRIUMPH SPITFIRE 1500, With over drive, extensive history full restoration by last owner, new wheels and tyres, new stainless steel sports exhaust, full leather, all new tops, modern blue tooth stereo - stunning car!£10,995

1982 DAIMLER 4.2 XJ6 SERIES III, Full service history, unmarked example. This car was owned by the Owner of Rover man agent in Cornwall and a former Aero engineer and used the car on weekends – always garaged from new! RHD£14,995

1983 TALBOT SUNBEAM LOTUS, manual, skip brown conversion, full history, supra gear box and quick shift fitted along with rear discs 215BHP 5 speed£24,995

1990 LOTUS ESPRIT SE TURBO, Owned by Garage Owners for 20 years. Has full history, Dry stored on axle stands passed 15 years, V8 Rims, – extensive work completed recently after the storage period of 20 years, RHD£24,995

1990 MINI MAYFAIR, Steve Harris 1380 motor, twin 1/2 SU, tubular manifold, manifold exhaust plus extra's£10,995

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Hillman Husky 1964 Just 39k Show Standard£12,995



VW Polo 1.1CL 1986 - Just 30k from new in remarkable original condition£4995



Wolseley 1500 1962 Restored Example -£8995



Renault 5 'Le Car' just 19k - Remarkable find!£3495



Ford Escort XR3i MK3 1984 Cabriolet - very good all round order£6995



Morris Mini 1961 Restored Example in Wonderful Condition£16,995



Jaguar 420G Auto 1968 - Mason black & Red leather just resprayed£18,995



Jaguar XJ6 Series 3 4.2 Auto 1984 73k - Stunning Restored Car£14,995



Riley 1.5 1960 - Restored Beauty.... £14,995

Scorpio Ultima 2.0 Auto 139k£1795
Banham Kit Car in very good order£2495
Ford Fiesta Ghia 1.6 2002 - Just 68k in excellent order£2995
Mini Convertible Zeemax Body Kit Azure Blue - Needs Recommision£2995
Vauxhall Vectra Sri 130 2001 - 63k Stunning£2995
Mini City E Auto 1986 - 46k Lovely example£3995
Mercedes E320 W124 Petrol Estate Huge Spec in Super Order£3995
Citroen CX 2.5 Turbo Diesel£4995
Mercedes SL280 1998 R129 - Stunning Car£6995

Ford Fiesta XR2i Grey/Blue 1991 - Show Standard -£9995
Ford Fiesta XR2i Black 1989 - Show Standard£9995
Jaguar XJS 1991 3.6 Auto - Just 75k - Beautiful Example£11,995
Ford Escort XR3i Cabriolet 58k - Show Standard£12,995
Triumph Vitesse 6 1965 - Stunning Example£14,995
VW Notchback 1965 - Beautiful Restoration£15,995
Capri 2.8i Special 1985 65K - Stunning Condition£18,995
Aston Martin DB7 Vantage Volante 2003 - Just 17k - Stunning£54,995
Austin Healey 3000 Mk1 BT7 1961 Overdrive Best Colour Scheme£59,995

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NORTH YORKSHIRE CLASSIC

1992 DAIMLER DOUBLE SIX



3 owners from new and only 67k miles. Due in soon £8950

1976 ROLLS ROYCE SILVER SHADOW



Subject to recent restoration including a full bare metal repaint in its original colour of royal garnet. Ready end of July. £19950

1986 FORD SIERRA XR4X4



Only 83000 miles from new benefiting from a recent major service and 12 months mot. Drives very well. Ready to enjoy for the summer. £6950

1971 CITROEN DS21



A wonderful Citroen DS21 super 5. A very presentable car throughout. Driving very well. A usable rare classic at a great price. £13450

1980 BMW E21 323 AUTO



Finished in stunning green metallic. This car was in dry storage until recently and has benefited from a cosmetic refresh and mechanical overhaul. 12 months mot. Great value. £7950

1990 RANGE ROVER OVERFINCH 680CS



A full nut and bolt restoration of this very special car. Almost complete and attractively priced. Please call for full details. £79,950

RANGE ROVER CLASSIC



2 door suffix b restoration project. A 2 owner car from new. Almost complete. Also available as a fully restored car @ £44950. £3950 as is

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BMC MINI BONNET BADGE



Wanted. As photo, need one to finish my BMC mini tractor, please call 07938 945451, Warwickshire

BOX TRAILER

Wanted. Aluminium, big enough to carry motorcycle with either shuttered rear door or ramp type rear door. Please call 01743 860362, Shropshire

CAR AND MOTORCYCLE PARTS

Wanted. Car & motorcycle parts, used & NOS. Instruments, lighting, switches, electrical, accessories, mirrors, etc. any other parts from 1900 - late 70s. Good price paid and prompt collection from anywhere. 07788 961514, UK

DIECAST CARS

Wanted. Matchbox Dinky Corgi Atlas editions etc, job lots, bulk or lifetime collections preferred and boxed, will travel 07838 819150, Nottinghamshire

FUEL FUNNEL

Wanted. Pre 1920s very large fuel funnel. These are usually round in shape and probably at least 12 inches diameter. Good price paid. Will collect from anywhere. 07788 961514

GARAGES/WORKSHOPS CLEARED

Wanted. Garages, workshops & sheds cleared anywhere. Collections purchased. Vintage/Classic motorcycles wanted. Good price paid, prompt removal. Considerate assistance given with deceased estate. 07788 961514

HARVEY FROST TYRE CHANGER

Wanted. Harvey Frost 1930s tyre changer wanted for a garage display. The one I'm looking for has a round cast iron base with cast in raised words. Will collect from anywhere. 07788 961514

JAGUAR WORKSHOP MANUAL

Wanted. Workshop manual wanted for Jaguar XJ6 2003, must be complete, please call 07592 543631, North Yorkshire

KEYRINGS

Wanted. Vintage and modern used car keyrings wanted, all makes and job lots preferred 07838 819150, Nottinghamshire

MK1 AND 2 MINI PARTS

Wanted. Any 1960s Mini Mk1 and 2 parts wanted. Good prices paid and prompt collection from anywhere. 07788 961514

OLD PETROL PUMP



Wanted. Old filling station petrol pumps for restoration. Anything considered. Will collect from anywhere. Good price paid and prompt collection. 07788 961514

SEATS WANTED



Wanted. Pair of seats to suit Edwardian period car. What do you have? Good price paid and prompt collection from anywhere. 07788 961514

SIGNS WANTED

Wanted. Enamel or other signs. Any old motoring related signs, also any automobilia and collector's items. Whole collections or single items. Good prices paid and prompt collection from anywhere. 07788 961514

AUDI 80 (1992-96) NEW HEADLAMPS. SILVER FRONT WINGS ETC

Wanted. Pair of new headlamps & new/good second hand left hand front door lockpart number 8A2837015A. New ignition coil for 2.0L petrol engine. New ignition switch/key. Good second hand silver front wings etc. 07968 048762, Worcestershire

AUSTIN HEALEY 3000 PARTS

Wanted. Shell, whole or front/rear, bulkheads/firewall etc. Any useful parts, whole 3000cc rockershaft complete for B.M.C C series engine. 3000cc type & manual flywheel, lucas starter. Type M418G. 07840 400569, Bristol

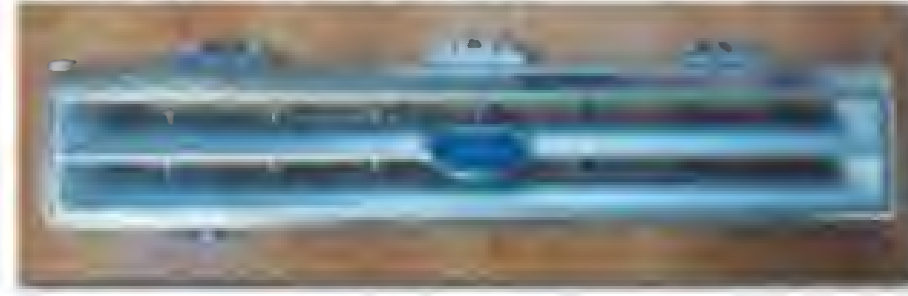
AUSTIN TRACK ROD ENDS

Wanted. 1958, track rod ends for JB 10 CWT van 1955 to 1961 also Kingpin set. 01482 801758, Yorkshire

COOPER PARTS

Wanted. S Speedo to finish rebuild, also rear seats any brocade trim or parts etc. 07979 406536, Yorkshire

FORD GRANADA GRILLE



Wanted. Mk2 Facelift 1982 to 85 Ghia grille wanted as photo. Excellent price paid for an undamaged or new one in any colour! Also any new Granada Mk2 lights, body or trim parts wanted. 07887 722111, Peterborough

FORD TRANSIT SMILEY AND AMERICAN PARTS

Wanted. Ford Transit Smiley 1999 windscreen wash bottle and electric window left motor driver's side. Also American parts, engines, axles, abandoned projects etc. 07867 791464, Worcestershire

HEADLAMP BEZELS & RAC BADGE

Wanted. Headlamp bezels for Riley 1.5 in VGC, also RAC badge metal, not square or round shape. 07771 510562, Norfolk

MEADOWS 4ED ENGINE AS FITTED TO LEA FRANCIS

Wanted. Meadows 4ED engine or major components wanted. These engines were fitted to Lea francis cars from 1928 to 1934. Anything considered. 07974 644023, yorkshire

MGTF

Wanted. 1954, side screen frames + chrome surround, radiator cowel/surround. 07593 424385, Worcestershire

PHILLIPS CAR RECORD PLAYER

Wanted. Please call. 07838 819150, Nottinghamshire

RAYDYOT LUCAS CARELLO



Wanted. I'm looking for small Raydyot DL78 lamps, Lucas L785 reverse lamps and Carello Lamps, if you have any please contact me.. 07790 766805, Hertfordshire

RAYDYOT SCOOTBOOT



Wanted. I'm searching for a scooter boot handle, parts for scooterboot or complete boxes. If you can help please contact me. Thank you. 07790 766805, Hertfordshire

RIM BELLISHERS FOR RILEY 1.5

Wanted. 14 inch, good condition, poor if low price if need chroming, please call. 01366 383155, Norfolk

WOLSELEY 6/110 PARTS

Wanted. Interior light for a 1965 Wolseley 6/110 and 2 wing mirrors. Please call. 01242 680200, Glou

ZEPHYR GEARBOX

Wanted. Looking for overdrive gearbox for my 1955 Mk1 Zephyr if anyone has one for sale, cash waiting will travel. 07521 027681, Hertfordshire

CARS UNDER £1000

FIAT

PANDA CLX FIRE



1992, 110,000 miles, £400, Open to offers, Good sound original condition Family own from new. Dry store 12 yrs. Recondition to use. Min door rust Pair ex doors available Good home req. Too good to break. £400 obo 01234 217657, Bedford

TEMPRA 1.6IE



1995, 102,557 miles, £750, ovno, Condition very good. Engine clean. Runs wells. MoTd. Has been well maintained. Previous MoTs available. Has to be seen to be appreciated. Seats in good condition. 07775 524767, United Kingdom

FORD

ESCORT

1989, 150,000 miles, £300, ono, rare automatic estate. GL 1.6 auto. 01992 572263, 07787 973812, Epping

ESCORT 1.8 GHIA

1998, 69,000 miles, £265, ovno, 4 door, R reg, excellent mechanical condition, fair bodywork, no MoT, ideal spares or project car, does start and drive, (Trade). 07411 588403, Berkshire (T)

ESCORT

1995, 160,000 miles, £995, Maroon, very rare model, very fast, or swap for boat 01244 676524, Cheshire

ESCORT

1983, 76200 miles, £685, I have owned this car since 2006, condition of car is average for year, interior could do with a clean, dash has usual cracks, headlining is perfect. 07790 088067, London

MONDEO MK1 LX



1975, 89,000 miles, £595, Totally original, 3 owners from new, 1.8 manual, nice blue velour interior, MoT Oct 2020, please call 07881 461123, Northamptonshire

FOCUS



1999, 87000 miles, £749, Original, 1st year of production, only 2 owners from new, serviced at the local Ford garage for years, 3 keys, affordable to run, handles great. 07875 501679, Sittingbourne

JAGUAR

SOVEREIGN X300



1995, £999, Open to offers, in good condition priced to sell as I am leaving the UK! MoT through Feb 2020. Inquire for details! 07515 346182, London

LAND ROVER

DISCOVERY



1999, 106000 miles, £500, New tyers at 5k miles ago, owner for last 6 years, no off roading, service bills and MoTs dating back to 2007, no current MoT, please call for more information. 077241 23374, Hale

MAZDA

3 SPORT



2005, 131,000 miles, £850, ono, Mazda 3 sport 2lt 2005 colour Grey 131000 history major service June 2019 with no problems Mot to March 2020 very good clean smooth driving car 07800 609563, 01726 816320, Cornwall

MG

F



1999, 59000 miles, £800, With very nice factory hardtop (these cost 1400 new), lots of work done since owned, lots of new parts, not being used, good summer car, new MoT Sep 19. 01568 616266, Presteigne

MITSUBISHI

SPACEWAGON 7 SEATER



1993, 165,000 miles, £750, ovno, blue, manual, petrol 1997cc 2 owners Low mileage; taxed til Jan 20; MoT til 11/20. Good condition for age - some scratches through use! 07767 124905, Essex

PROTON

TRIPLE VALVE GLS



1992, 70,000 miles, £725, Rain Forest Green, manual, 1500cc, long MoT (no advisories), rare, last cars with no CAT or ECV, 4 door saloon, just had £200 recommission spent, room needed, 2 lady owners. 07405 984755, Peterborough

ROVER

METRO



1992, 23,000 miles, £900, ono, White/red, grey interior, drives lovely, clean inside & out, on SORN since August 2019, auto 07977 325263, West Midlands

100 KENSINGTON SE

1995, 70,000 miles, £650, ono, One family owned from new. Nightfire red. Nice interior. 3-door hatchback. 1100cc petrol engine. Requires attention. 5-speed manual transmission. Some spares. Not many of these cars left, so please restore me! 07968 048762, Worcestershire

100 ASCOT

1998, 40,000 miles, £700, 1.1 petrol, white 01234 721189, Bedford

MAESTRO CLUBMAN

1991, 70,000 miles, £750, Good condition 01234 721189, Bedford

MONTEGO COUNTRYMAN

1991, £650, 2.0 Turbo diesel, 7 seater, blue 01234 721189, Bedford

75



1999, 83000 miles, £500, Solid car, used daily, with MoT till April, a Cowley built car, all documents and full service history, no obvious other rust signs, interior excellent condition. 07770 503505, Eastbourne

TALBOT

SAMBA

1983, 67000 miles, £895, Urgent sale, this car is in excellent condition, will need to be trailered away, as new tyres, immaculate interior, new hood fitted July, only 20 left. 07790 088067, London

TOYOTA

MR2 MK2



1990, £995, MoT Aug 2020, lots of history, recon g/box & radiator less than 10K mls ago, new alternator & drive belts, full new exhaust fitted, very sound, very good interior, original paint, age marks, bargain 01255 674188, Essex

MR2

1999, 140650 miles, £945, Imported into the UK from Japan in 2001, last MoT expired in April 2014, has been in storage / off the road since then, not MoTd, currently SORNED, no welding. 07967 817210, Bristol

VAUXHALL

ASTRA

2002, £600, ono, Elegance, unusual, saloon model, in good condition for the year. Please call for more details 01377 257381, East Yorkshire

ASTRA

1997, 137661 miles, £375, Good condition, full service history, 3 owners, MoT expires 22nd May 2020, alloy wheels, 1 fault-heater fan not working, future classic. 07342 802375, Holmer Green

NOVA MERIT

1991, £500, ono, 1196cc. very good condition. New brakes and pipes been well looked after because of break in needs new window door glass being sold for spares/repairs. 01934 642383, Somerset

VOLKSWAGEN

GOLF



1996, 187,500 miles, £300, Open to offers, Factory original TDI CL, unmodified. Spares or repair - was my daily driver until MoT fail. Extensive history, c/ belt -10k miles ago, good tyres. Usual front wing corrosion, other surface corrosion. 07741 480407, Midlands

GOLF MK3 CL

1993, 49,000 miles, £799, 1 family owned, full service history, 5 months MoT, c/locking, PAS, very clean interior, handbooks, four door, original 07767 400602, London

MK 2 GOLF DRIVER



1992, 92,338 miles, £995, No offers, 1.8, Automatic, 5 door hatchback, p/s, c/l, e/front windows/Weber carb/VW alloys, alarm, CD/radio, good solid body, good runner, needs respray, SORN no MOT, drive away, cheap project. 07786 301887, Kent

POLO



1992, 62000 miles, £950, In good condition with age related marks and a few small areas of rust, structurally very solid, serviced around 12 months ago, mileage will rise as still in use. 07711 114451, Bristol

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2005 BMW E46 330 CD SPORT DIESEL CONVERTIBLE, 6 speed gearbox, Superb service history. MOT Sapphire Black Metallic, with a black power hood which is in good condition. Full leather sports seats and drivers memory sport seat plus electric passenger seat. Both front seats are heated and there is a carbon look interior, upgraded stereo/cd. - Nice condition inside and out Powerful 4 seater convertible ready for the new owner to enjoy..... **£3,999**



2008 KIA CEED S 1.6, 5 DOOR HATCHBACK on a 58 plate, petrol, in red with grey trim, manual, power steering, electric windows, 2 keys, central locking, stereo and CD player, air conditioning, spare wheel unused, fitted with Kia roof rack, one keeper, only 39,000 miles from new and long MOT..... **£1,999**



2004 SAAB 9-32.0T AERO 2DR 83,000 miles showing and service history. Recently serviced with 4 new tyres fitted Sports aero body styling, larger alloy wheels, plus two tone leather seats. An exceptionally good looking car that runs and drives very well, and with a fully functioning electric roof. A good vehicle in every way and a very useable 4 seater sports convertible..... **£2,999**



BENTLEY CONTINENTAL GT 2 DOOR COUPE, 2004 AUTOMATIC Power steering, electric windows, remote central locking, alloy wheels, ABS brakes, stereo & CD, heated seats, air bag, air conditioning, cruise control, walnut wood, finished in blue/black, tan leather interior, service invoices, also lots of service bills, with mileage of 80,000 approx, will come with a new MoT on purchase ... **£19,999**



LAND ROVER RANGE ROVER SPORT TDV6 HSE 5DR AUTO V6 4X4E 2007, In Black With Full Black Leather Seats, Automatic, Power Steering, Electric Seats, Electric Windows, Remote Central Locking With Two Keys, Parking Sensors, Air Conditioning, Air Bag, Alloy Wheels, Alarm, Private Plate Included, Nice Example..... **£6,999**



2007 MINI CONVERTIBLE 1.6 COOPER 2DR Power Hood, Leather Seats, Manual Gearbox, Power Steering, Remote Central Locking, Stereo And CD player, Electric Windows, Alloy Wheels, ABS Brakes, Rear Head Rest **£2,499**



1971 MORRIS MINOR 1098CC MOT 9/1/2020, 88,000 Miles, This Morris Minor Was Owned By The Vendors Husband Since 1991, He Restored The Vehicle As A Long Term Project As He Was A Panel Beater And Sprayer By Trade. Included In The History File Are Lots Of Invoices For Parts And Work Carried Out. Also Last Owner Purchased Vehicle In 1991, A Good History File Is Included From That Date Of Purchase, Drives Well **£8,999**



CHRYSLER 300 HEMI/C 2006, auto, power steering, factory sun roof, remote central locking, comes with 2 keys, stunning example in jet black metallic, all grey leather trim, electric seats, heated seats, cruise control, just serviced at 74,400 miles, absolutely beautiful..... **£7,999**



2004 MERCEDES-BENZ SL SERIES SL500 [7] 2dr Tip, Automatic, Convertible, Petrol, 70,000 Miles Approximately, Black, Stunning Car With Full Service History, Leather Interior, Keyless Entry And Start, Sat Nav, Front And Rear Parking Sensors, Heated Electric Front Seats, First To View Will Buy, ABS Braking, Alloy Wheels, Cruise Control, Sat Nav, Passenger Airbag, Drivers Airbag, Radio/Cassette Player, Alarm, Power Assisted Steering, Remote Central Locking, Spare Saver Wheel, Adjustable Steering, Heated Door Mirrors, 2 Keys **£8,999**



1986 JAGUAR XJSV12 HE AUTO With Genuine TWR Fitted Kit, TWR Steering Wheel, Finished In British Racing Green Over Silver With Full Service History At 43,000 Miles. Had 600 pounds Service at 42,000 Miles, now 47,000 **£12,999**



ROVER P4-100 1960 With only four former keepers from new is of course tax exempt. The car was acquired by a previous owner through another prestigious auction house years ago. Bonhams, and a photograph from that sale is in the history file. The car was well used and looked after and the 100,000 recorded mileage is believed correct. There are 28 old MOT's dating back to the mid 80's in the history file. New recon steering box, new water pump and recently serviced. This car dates from when the British motor industry was at its finest and Rover were a company leading the way in luxury cars for the man who couldn't afford a Rolls Royce. Finished in striking green over black this car is a wonderful opportunity to acquire a genuine piece of classic motoring class at a very affordable price. This vehicle has a good registration number **£7,999**



2008 AUDI TT2.0T FSI TURBO COUPE, 2dr, petrol, This Audi Is Racing Red, Black Leather Seats, Also 6 Speed Gearbox, comes with 2 keys..... **£4,499**



1964 MORRIS MINOR 1000 1098CC, 1964, Included In The History For This Morris Minor Is 14 Old MOT's, Handbook Plus Invoices, Work Includes 4 New Steel Wings, 4 Doors And Boot Lid, Alternator And Servo Fitted, New Carpet Set And Underfelt. Owned By The Previous Owner For 13 Years, Drives Well For It's Age, MOT 5/2/20 **£4,999**



2003 MERCEDES 200 SLK KOMPRESSOR CONVERTIBLE with a warranted 77,000 miles. Mercedes service history rare in that it has very nice paintwork, the roof works as it should, Clean and Tidy interior A very affordable modern classic convertible. Manual with Power Steering, Electric Windows, R/C/L ABS Brakes, Alloy Wheels, Stereo And CD player, Air Bag, Alarm, Electric Mirrors **£3,999**



BENTLEY ARNAGE RED LABEL 2002 MODEL Amethyst blue, interior, magnolia with dark blue piping, fitted sat nav, parking sensors, auto, power steering, electric seats/ windows, remote central locking, 2 keys, alloy wheels, ABS, stereo & CD, full leather interior, head rests all round, walnut wood dashboard, FSH, only 47,000 Miles, cherished number plate included **£21,999**



MORRIS 8 SE 918CC, 1948 52,000 Miles, The Vendor Bought This Morris From A Friend In The Morris Register In 2004 Who Had Owned The Car For Around 3 Years And Had The Engine Rebuilt. It Has Had Little Use In The Last 2 Years Hence The Reason For Sale. Included In The File Are Old MOT's From 2001, Workshop Manual Plus Some Invoices. These Post War Morris 8's Gained A Little More Power Than Their Pre War Cousins Plus, All Importantly, A 4 Speed Gearbox, Very Tidy And The Interior Has Great Patina..... **£6,999**



MAZDA MX5 2DR CONVERTIBLE, 2001 Model, British Racing Green, Black 1/2 Leather Interior, Manual Gearbox With Power Steering, E/ Windows, Alloy Wheels, ABS Brakes, Stereo, Fairly New Soft Top, Also Comes With A Soft Top Cover, Approximately 60,000 Miles, Lots Of Service Bills, Must Be Seen To Be Appreciated **£2,899**



1988 ALFA ROMEO 33 1.5 TI VELOCE 5DR This Alfa 33 has only covered 48k miles (warranted) with original service books. Factory fitted Zander body kit, nice alloys, e/c windows, central locking also has original Alfa radio cassette **£4,999**



RENAULT WING BLACK, 2011 Renault Wind 1.2 TCE GT Line 2dr Roadster Convertible, Petrol, 1100cc, Reg 2011, One Former Keeper, Low Miles, Finished In Black, Black Alloy Wheels, Manual Gearbox, Power Steering, Central Locking, approx. 30k miles **£3,399**



2012 DODGE RAM1500 TR AUTO The TRX4 Off Road is trimmed like an SLT and comes with 4WD only, unique 17 inch aluminium wheels, P265 all-terrain tyres, limited slip differential, skid plates, special red painted shock absorbers, body colour grille surround, tow hooks and fog lamps..... **£19,999**



2008 MODEL HONDA STEPWAGON MPV One Former Keeper, Approximately 77,000 Miles Fitted With Automatic Power Steering, Also Electric Sliding Doors, Electric Windows, Sat Nav, 2 Keys, 8 Seater **£5,999**



MORRIS MINOR 948cc This Morris Minor Was Recommended After The Previous Owner Passed Away And It spent A Short Time In Storage. This Included 4 New Wheel Cylinders, Water Pump And By Pass Hose, Nearside Genuine Front Wing, 4 New Tyres, New Front Windscreen Rubbers, Alternator Fitted. Also Some More New Parts Fitted, Drives Well For His Age, First Registered 29/12/1958, 89,000 Miles..... **£5,499**



1932 AUSTIN 10 4 DOOR Chassis number G1782, In Blue/Black, Dark Leather Trim, 4 speed, manual, restored over a number of years. Four doors, one former keeper **£9,999**



JAGUAR XJ SOVEREIGN TDVI DIESEL 2.7, 2006, Automatic over Steering, E/Windows, Electric Rear Blind Parking Sensors, Electric Seats, R/C/L ABS Brakes, Stereo/CD player, Spare Unused, Alarm, Full Leather Seats, Cruise Control, Alloys Wheels, Comes With Private Plate, Heated Seats, FSH, At Only 33,000 Miles All Bills And All Books..... **£6,999**



FORD ESCORT 1.8I LX1 5DR 1796cc 5drs Estate Car Reg 17 Jan 1994, 68,000 Miles, Long MOT, Old MOT's, Service History, Finished In White With Blue Trim, Very Nice Example, Body Work Is Excellent, Drives Very Well Indeed **£1,999**

■ Deliveries can be arranged ■ All major credit cards accepted ■ P/Ex possible ■ Cars wanted

PARTS & ACCESSORIES

2 MARK 1 MINI DOORS

Ex California £150 each, collection only 07593 438955, Surrey

2 NEW CHROME TRICO WIPER BLADES



£30, 2 New old stock Trico 15 inch wiper blades from the 1970s 01205 723250, Lincolnshire

4 NEW TYRE VALVES



£10, 4 new quality valves, 2 inches long 01205 723250, Lincolnshire

ALLOY WHEELS

Set of 5 original Revolution alloy wheels 5 1/2 x 13 inch to fit BMC hub pattern. Please call for more information. 07968 953435, Essex

ALVIS TD21 ENGINE AND GEARBOX



£600, Largely complete Alvis TD21 engine partly dismantled for inspection, good block and bores, good for spares or repair, £600. Matching seized 4 speed gearbox with bellhousing, spares/repair £100. 01625 861728, Cheshire

AUSTIN HEALEY 3000 ENGINE

£7,950, Just rebuilt, original full running engine, unleaded and rebuilt head, high compression, factory spec by Healey specialists, ready to fit, mega detailed, descaled, tuned, reproduction flat classic, v5 07840 400569, Bristol

AUSTIN/MORRIS A SERIES METAL BACKED EARLY AIR CLEANER



£10, New old stock early type air cleaner. This is the rare metal backed one which was fitted to certain Austins Morris MGs and Wolseley models 01205 723250, Lincolnshire

BENTLEY S1 S2 S3 HUB CAP



£100, ono, rare, for the Silver Cloud type Bentley, would benefit from rechrome 07831 604434, West Yorkshire

BMW 318 ALLOY WHEELS/TYRES

£200, ono, 4 MAG alloy wheels/tyres, 4,000 miles, 205/55RX16, ex 318 BMW 1999, four lock bolts with key, free unused space saver. 01727 856586, Herts

BMW 700 MICROCAR SILLS

Outer and inner sills with jacking point. Fits cars built between 1959-1965 07968 048762, Worcestershire

BMW WHEELS

£360, BMW 3 series set of 4 schnitzer style 17" 5 spoke wheels with excellent tyres, 225 rear, 215/45x17 fronts, slight scuffs to rim edge (one wheel), inc wheel bolts, lock, fits E36/zE five stud 01529 30903, Lincolnshire

BRAKE SERVO



£40, Cooper S remote brake servo, fits any single line system, please call 07979 406536, East Yorkshire

BRAKE SHOES, PADS

Open to offers, brake shoes unused 01978 810393, 07738 551900, Wrexham

CITROEN SAXO REAR PADS

£10, Plus P&P, New Lockheed boxed £10 PP & P ring 0113 2893050, Leeds

CLASSIC MINI ROLL CAGE

Any condition considered, will buy full Mini or shell etc 07979 406536, Yorkshire

CONTROL BOX REGULATOR

£65, Plus P&P, new boxed 12v voltage regulator replaces Lucas B7182. Fits most 1950s 60s vehicles with screw terminals. Made by Park Electrical. 01580 211376, Kent

DISTRIBUTOR CAPS, UNUSED

Open to offers, distributor cap most makes 01978 810393, 07738 551900, Wrexham

FIAT UNO HATCH DOOR



£50, ono, Choice of two, red or blue. From long term storage. Complete with glass. Red one has wiper mechanism. 07968 530890, Lancs

FORD ANGLIA BONNET AND BOOT



£145, ono, was new, never painted, bonnet does have small hole in front, needs repairing where been stood around for years all straight panels. Collection only or arrange own collection 07547 152301, Northamptonshire

FORD CASSIC PARTS

Have lots of parts, radios, equalizers, carb 1.6 Capri radiator, new, Mk1 Escort, cam shaft, switches etc, Granada light, clutch cables, wheels 07767 400602, London

FORD CONSUL

£12, Plus P&P, Ford Mk 2 Consul One only Overrider new old stock never fitted £12 PP&P Leeds area 0113 2893059, Leeds

FORD METAL SUN VISORS



£250, each, To fit Pop 1000E, Consul Mk1, Zodiac MK2, Austin A30-A35, Somerset A40, Austin Cambridge, all visors are in primer and have fitting clips 07792 410094, West Yorkshire

FORD MODEL B ENGINE

£1,200, Ford Model B engine. Came out of a running car. Much smoother than a Model A engine. 07974 644023, Yorkshire

FORD MUD FLAPS



£25, A pair of new rear mud ford flaps with fixing kit as new still in bag hard flat rubber which can be trimmed with very vibrant Ford motif, pick up or £5 postage Devon 01803 850097, Devon

FORD PARTS

Ford new petrol/vacuum pump for Consul Zephyr, Zodiac £18. New propshaft Cortina MK2 £10. Various steering parts. Please ring for more information 01522 754321, Lincolnshire

FORD V8 ENGINE PRE-WAR



£1,200, Ford V8 engine. 21 stud type 90hp. Unmolested complete engine without ancillaries. Still in its original colour. 07974 644023, Yorkshire

FROG EYE SPRITE DYNAMO



£180, ono, Original, complete with tachometer take off drive mechanism. This is an untested unit. It is original, not a reproduction. A few other parts available, including handbrake. 07968 530890, Lancashire

GRANADA WHEEL TRIMS



£55, 6 Granada Ghia Mk1 wheel trims 4 good 2 for repair slight dents from 1970s pick up brixham or p&p £10 07733 196194, Devon

HEALEY 3000 GRILLE

£300, 1963 07593 438955, Surrey

HYUNDAI ACCENT EXHAUST SECTION

£45, Intermediate exhaust section part number E1 036017 Hy3. New old stock, buyer collects, please call 01372 383002, Surrey

INSTANT GARAGE FRAME

£50, Requires new cover 5.4 m long X 4m wide x 26 m high, can be seem assembled. 01761 470607, Somerset

JAGUAR 3.8 MK2 REBUILT UNLEADED ENGINE



£7,950, ono, Powermax, pistons, all new, internals bronze guides, polished alloy, matching ancillaries, high compression + oil pressure, by Jag specialists, sprayed/balanced, runs, tuned to fit, online video 07840 400569, Bristol

JAGUAR AND DAIMLER XJ6 S 1/2/3

Full width black trimmed padded dashtop for sale, perfect, no splits, £125, many other XJ6 series 1/2/3 spares for sale also V5c, for some cars and mark 2 Jag and Daimler, V5c's, call for details 07840 400569, Bristol

JAGUAR, COMPLETE ENGINE

4.2, series 1 XJ6, 1970, never machined, still turns, fires, £600. Matching 'twin' carbs & manifolds £150. Needs a flywheel & top, timing cover. Matching V5c, history, overdrive/manual gearbox £750 07840 400569, Bristol

JAGUAR PARTS

MK2/SType 3.4 running engine + all ancillaries £3995. Lovely leather full interior stype/420 wire wheels/power steering/ gear box, bumpers grill chrome, all MK2/SType parts, can deliver 07389 709345, Gloucestershire

JAGUAR X300 SEATS



£300, Jaguar X300 Sport & Executive front seats in Oatmeal leather. Excellent condition from damaged car which had only done 30K miles. Stored in bedroom for 10 years. Electric height control on RHS seat. 01625 861728, Cheshire

JAGUAR/DAIMLER PARTS



Grilles for Series 1/2/3/XJ6 Daimler, 2 types, perfect, £75 each. Plus very rare series 1 & Jaguar XJ6 spares available, lots more please call 07840 400569, Bristol

LAND ROVER DISCOVERY TDI

Diesel E.S. Cylinder head & turbo, complete & perfect, to bolt on etc, no damage £250. Grey leather 7 seat trim available, all perfect, small repair in driver's piping only £400 ono 07840 400569, Bristol

LAND ROVER DOOR MIRRORS



£20, each, new door mirrors for Land Rover and Range Rover 89 to 94 they are manual all lh there are 8 off them new £20 each plus postage 07378 949955, Northamptonshire

LAND ROVER SERIES 2/3 ORIGINAL REAR LIGHT QUARTER CAPPING ETC

Series 2/3 original rear light quarter capping £25. Air cleaner mounting/battery bracket £25. Headlamp shrouds £20 pair. Throttle pedal/link Rod £15. Defender fibreglass radiator cover £10. Hand brake lever £10 07968 048762, Worcestershire

LEATHER SEATS X2

£180, Range rover Vogue front leather seats x2, with individually adjustable arm rests, cream with blue piping, heated, with electric memory, will fit L322 and P38 as well as many others, good condition. 01787 31027, Suffolk

LOTUS ELAN GEARBOX

£400, Lotus Elan gearbox. Dry stored since the mid 1970s when I had Elans. I've looked inside and it looks in great condition. 07974 644023, Yorkshire

LUCAS AMMETER 20 - 0 - 20 AMP

£8, Including P&P, for spares came out of Land Rover not working! Good dial, Glass, Case, Connectors, mounting bolts. 0161 2875845, manchester

LUCAS FLOOR DIM SWITCH



£8, Lucas new floor dim switch. Can post at cost or contact me for more details. 35387 6820270, Ireland

LUCAS FRONT LIGHT LENS NO A88



£10, Including P&P, one glass lens in good condition. 0161 2875845, Manchester

LUCAS REAR LIGHT LENS L 594



£10, Including P&P, one glass lens in good condition. 0161 2875845, Manchester

LUCAS SIDE INDICATORS



£25, 2 Lucas front wing side indicator units These were fitted to many cars in the 1970s 01205 723250, Lincolnshire

LUCAS SQUARE 8



£75, pair square lights one fog one spot chrome front good black plastic rear reflectors with black Lucas protectors classic 70s/ 80s look p&p £8 if needed Brixham 07733 196194, Devon

MERCEDES 280S 1972

£1,234,456, Call for price(s), most of a car of used parts good doors bonnet etc 01562 755641, 01562 755641, Worcestershire

MERCEDES E-CLASS W123 230E 240D

£123,456, Call for price(s), over the years I restored a number of these cars and have a lot of parts left over 01562 755641, 01562 755641, Worcestershire

MERCEDES HARDTOP

£2,500, ono, Panoramic hardtop for SC320 (R129) silver/black available January, please call 01323 479727, 07811 856693, East Sussex

MERCEDES W110 WINGS

Rust free, front and rear screens 07957 935405, Surrey

METRO SPORT , SEATS

£250, Open to offers, Metro Sport Seats, Front & Rear. Also rear back box as new , Plus Lights & Seat belts All £250.00 07505 207974, 01256 353866, Hampshire

MG 1275CC MIDGET PARTS

£100, Including twin carbs on manifold, exhaust manifold, wood/alloy luggage rack, various tonneaus, lights, 4x Rostyle wheels, complete heater etc. Pickup only, price for lot, no splitting 01692 581182, Norfolk

MG BGT RUBBER BUMPER CARBS



£165, On inlet manifold in excellent condition, phone before 9pm 01939 235734, Shropshire

MG MAGNETTE HEATER BLOWER



£45, for ZA/ZB, excellent working condition. Phone before 9pm 01939 235734, Shropshire

MG METRO PARTS 1300

£300, Big valve. Complete. Cylinder head, built up, perfect, including original factory inlet & exhaust manifolds & Rover big S.U carburetor & heat shield, low miles perfect all Rover original items 07840 400569, Bristol

MG MIDGET PARTS

Open to offers, 1275 engine, pair of SU carburetors, exhaust manifold, dashboard & instruments, boot lid and bumpers, offers please. 07968 953435, Essex

MG MIDGET SPARES



£100, ono, MG Midget parts x 2boxes in total door window winder parts engine parts cams etc shocks chrome parts plus lots moor selling as job lot buyer collect 07378 949955, Northamptonshire

MG SIDE WINDOWS



£70, ono, 2 x Midget Mk1 side door windows also a MGB chrome nice very clean plus postage or collect 07378 949955, Northamptonshire

MG STEERING WHEEL



£135, MG BGT Ser 1, in excellent condition, phone before 9pm 01939 235734, Shropshire

MGB NEW INDICATOR/SIDE LIGHT.'BULLET' MIRROR.MGZR REAR BUMPER

MGB new front indicator & side light lenses with chrome ring £15. Spare ring £5. New 'Bullet' polished right hand door mirror assembly with gasket £40. MGB s/h chrome bumper £40. MGZR dark blue rear bumper £40 07968 048762, Worcestershire

MINI ALLOYS



£180, Mini Alloys set exacton 4 x 5 x 10 07979 406536, East Yorkshire

MINI COOPER BODY MARK 1

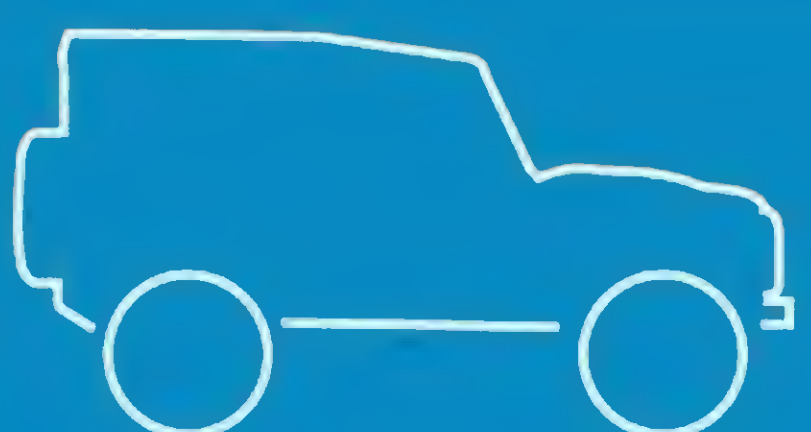
£9,995, 1965/66, ex Californian, no title, no vin, call Paul if seriously interested 07593 438955, Surrey

MINOR 1000 VAN REAR DOORS

£100, ovno, hard to find, 1 pair of doors, very solid but have been hand painted. They are complete with glass and handles with hinges, buyer to collect 07831 604434, West yorkshire

MORRIS 1000

£12, Original BMC Approved accessories Brochure for the Morris 1000. Dated 1964. 4 pages. 01704 534510, Merseyside



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£45, New old stock Girling Clutch slave cylinder for Morris Marina/Ital 01205 723250, Lincolnshire

MORRIS MARINA/ITAL HANDBRAKE CABLE

£15, New old stock original BL Unipart handbrake cable for Marina/Ital 01205 723250, Lincolnshire

MORRIS MARINA/MG/A55/A60 DIFF GASKETSDIFF GASTET

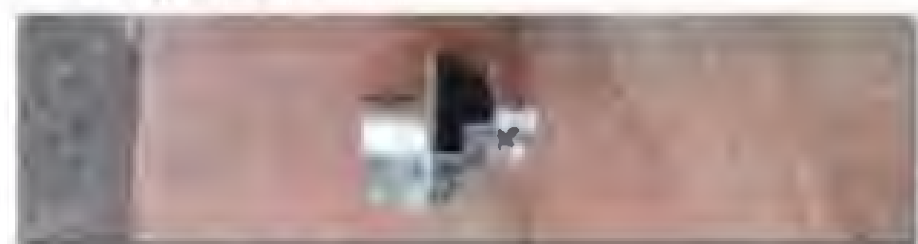
£8, 2 New old stock original British Leyland Diff gaskets for MG Marina/Ital heavy duty van/ pick up, A55 and A60 01205 723250, Lincolnshire

MORRIS MINOR STARTER MOTOR

£25, As new condition, please call before 9pm 01939 235734, Shropshire

MOTORCRAFT SPARK PLUGS

£10, Motorcraft box of 10 AG3 spark plugs.Can post at cost or contact me for more details. 35387 6820270, Ireland

NEW OLD STOCK LUCAS STARTER MOTOR SOLENOID

£15, New Lucas standard solenoid as used on lots of cars in the 1960s/70s 01205 723250, Lincolnshire

PII ROLLS ROYCE VALVES 1929

£1,250, Plus P&P, brand neqw, as supplied by the works in 1929 complete in beech carriers with springs & collets engraved with Pt Nos.Rare collectors items. 01580 211376, Kent

PORSCHE BONNET AND REAR BOOT

£100, ono, Porsche 924/944 bonnet and rear boot lid in very good condishion no longer needed so clearing garage for space 07378 949955, Northamptonshire

PROP SHAFT UJ REPAIR KIT

£20, ono, Prop shaft kit. Universal joint kit. Unused old stock still in box as seen. Believed Ford PJK3, size 22mm x 67mm. Might fit others? 07968 530890, Lancs

RENAULT DRIVE SHAFTS

£50, Brand new boxed original Renault 12/15 TL drive shafts x 2, please call 01787 237749, Essex

REV COUNTER

£80, ono, MGB GT Smiths 0-7000 rpm rev counter, negative earth in very good condition. Pair brand new, unused, Crosland 833 air cleaner elements 0115 9385003, Nottinghamshire

ROLLS ROYCE SALES BROCHURE

£25, No offers, Covers Silver Spirit, Silver Spur and Corniche.32 pages,dated 1986. vg condition. 01704 534510, Merseyside

ROOTES AUDAX PANELS

£600, New Old Stock Rootes Audax Panels. Offside front wing outer £600. Offside front wing inner £350. Front Valance £250. Offers considered for all 3. buyer collects 07530 410499, Gloucestershire

ROVER 75 NEW ORIGINAL EXHAUST SYSTEM & TOWBAR ETC

Original Diesel exhaust or original Bosal rear silencer new (part number 290-967) or good second hand .New towbar preferably with electrics.Also miscellaneous new spares 07968 048762, Worcestershire

ROVER P6 ORIGINAL WORKSHOP MANUAL ETC.ROVER 200 (R8) REAR SCREEN

2000 & 2200 original 'Repair Operation Manual' £35. Original handbooks £10 each. P6 s/s door mirror glass housing only £20. Bonnet badge £25.New mirror stem£10. Rover R8 new rear screen£45. New frt brake disc £10 07968 048762, Worcestershire

ROVER SD1 6 CYLINDER

£50, Rover SD1 6 cylinder. Inlet manifold and carburettors, good condition 01865 761792, Oxon

ROVER SD1 BONNET NOS

£100, ono, Located in Brentwood, Essex. Still in primer. Supplied with 2nd hand brackets. Cash on collection only. 07940 857663, Bucks

ROVER SD1 WATERPUMPS NOS

£75, ono, For 2300/2600 models. Two for sale. £75 each. Can courier if required or cash on collection from High Wycombe area. No Paypal. 07940 857663, Bucks

ROVER/METRO 100 ENGINE

£180, Open to offers, 1.4 diesel engine, gearbox, drive shafts, diesel pump, starter motor, 78000 mls used condition, collection only 01375 376863, Essex

RR WHEEL TRIMS

£150, Silver Shadow-full set of hub caps wheel trim used condition with some minor scuffs good condition condition for age centre ring which is coloured is in prime, p&p £12 01803 850097, Devon

SMART CAR PANELS

£100, to fit 450 model circa 1998-2002, city coupe all painted different colours, buyer collects 07941 556087, Jersey

SU CARBURETTORS

Open to offers, Rover V8 Pair of SU carburettors together with inlet manifold. 07710 326553, Essex

SUNBEAM TIGER 260 PARTS

Call for price(s). A quantity of parts for sale, mainly new, call evenings 01342 713356, Sussex

TEMP GUAGE 40 - 120 C

£13, Including P&P, Yazaki complete with lamp and securing bracket as good chrome bezel and in good working order 0161 2875845, Manchester

THOROUGHbred & CLASSIC CAR MAGS

£75, ono, Full sets 1977 - 1981 + some duplicates. All in very good condition.Will not split. Heavy so buyer collects. 01704 534510, Merseyside

THREE 100E FORD HUB CAPS

£15, Including P&P, one stainless two chrome not new but better than none! 0161 2875845, Manchester

THREE PHASE BENCH GRINDER ON STAND

£55, ono, Bench grinder, free standing on a sturdy enclosed metal frame. Twin grinding stones approx. 140mm diameter x 25mm. Belt driven by a 1/2 HP 3 phase electric motor. Good working order 07968 048762, Worcestershire

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TOYOTA K20 ESTATE REAR LAMP

£25, Toyota K20 estate new rear r/h lamp. Can post at cost or contact me for more details. 353 87 6820270, Ireland

TRIUMPH 2000 2500 DOORS

£10, Some with glass, some without; collection only. I also have a few other bits like light lenses, suspension parts, please ask 07831 604434, Bradford

TRIUMPH STAG BEIGE HOOD

£495, a new old stock hood that has never been fitted so almost brand new. Originally bought from Rimmers; these are around £900 new so a good bargain 07831 604434, West Yorkshire

VALVE COVERS

£65, Jaguar/Damiler Ser 3 valve covers, restored condition, phone before 9pm 01939 235734, Shropshire

VANDEN PLAS PARTS

3 litre, front nearside quarter light opening window £10. Side lifting jack £15, got wooden handle. Fit Westminster 07980 288923, Cambridgeshire

VARIOUS

New boxed twin webers DCOE 40 carbs £400. Also Hunter GT or Humber Sceptre Mk3 twin carbs with manifold £100 01843 592168, Kent

VARIOUS

Starters: Aston Martin V8 70s £90. Jaguar 4.2 1969 £75. Clock brass 3" flange mounting, ex-delage 1914 £300. Magneto 4 cyl c 1930, vertical supasparks VGC £200 01722 743681, Wiltshire

VARIOUS

Standard Vanguard MK3 round rear light £10. Rover 2000 SC middle silencer 1963-1967 £10 07980 288923, Cambridgeshire

VARIOUS

Austin Healey 3000 twin carburettor manifold, fun twin s.u carbs, casting aluminium No AEC 957, vapor blasted. £300, V5C and history for Mk1 3000 and MK 2A both RHD, big Healey for sale separately 07840 400569, Bristol

VAUXHALL CAVALIER MK2 PARTS

Open to offers, Including bonnet, suspension gaskets ignition parts etc. Please call 0117 9719944, Bristol

VAUXHALL VICTOR F TYPE

£125, dash instrument cluster; must be one of the best looking speedos ever, in very good condition £125 postage £10 if needed 07733 196194, Devon

VW PASSAT LIGHTS. B2 1985

£150, Plus P&P, NEW boxed Hella headlamp L/h, and pair used inner spot/fog lamps with mounting panels. 01580 211376, Kent

WHEEL CYLINDERS 1970 TO 85

Open to offers, unused boxed most makes, boxed 01978 810393, 07738 551900, Wrexham

W113 PAGODA SL'S PARTS

Tonneau cover, sill mouldings, chrome, alloy body mouldings, 'B' pillar chrome caps. 230SL (M127 eng) cam shaft, pedestal, gear. Front grille assembly (exc cond). Ivory s/wheel. Headlamp glasses. 01773 835462, Derbyshire

WIRES AND TYRES FOR MGB ROADSTER

£200, Please call 07593 438955, Surrey

WOLSELEY 15/60 IND/SIDE LIGHT

£7, Wolseley 15/60 front ind/ sidelight in very good condition. Can post at cost or contact me for more details. 35387 6820270, Ireland

WOLSELEY 1500 MK3 PARTS

Speaker grille and middle part of dash with knobs and ignition key £10 07980 288923, Cambridgeshire

HILLMAN MINX SERIES II

£10, Including P&P, owner's handbook with pull out service chart. 0161 2875845, Manchester

WOLSELEY 12 / 48 INSTRUCTION MANUAL

£15, Including P&P, series III in great condition for the year 0161 2875845, Manchester

SINGER GAZELLE OWNER'S HANDBOOK

£10, Including P&P, series VI clean and tidy handbook for a great car. 0161 2875845, Manchester

PEUGEOT 504 WORKSHOP MANUAL

£35, Comprehensive Peugeot Factory workshop manuals for the Peugeot 504 car with carburettor model approx. 1970s era IXM engine complete. Very good condition £35 its heavy p&p £8 or pick up 01803 850097, Devon

HAYNES MANUALS ESTATES

Plus P&P, Minor, Mini MK2/3 & clubman, Sierra, Cortina MK4/5, Escort MK3/4/5/6, Rootes 1600, Volvos 140/740/760/850, Peugeot 305/405/406/505/405D; Datsun/20Y, Mazda 323 MK1/2, Golf MK3/5. GC/VGC £5-£15. 07717 522304, Hampshire

NORTON 16 H REPAIR AND PARTS MANUALS

£15, Including P&P, both manuals in one stay clean plastic binder VGC A4 in Size. 0161 2875845, Manchester

HAYNES MANUAL

£10, For Ford KA (2003-2008), as new. 07598 778655, Derbyshire

CHERISHED NUMBER

£2,000, £2000 C29OSS on retention ready to transfer could be CROSS or C2BOSS 07831 409333, Essex

CHERISHED NUMBER

K66 XJS

£2,000, Open to offers, K66 XJS K Double Six XJS. Double Six was the code name for the Jaguar V12 engine. On retention certificate ready for immediate transfer, £80 registration fee already paid 01292 500094, 07484 665807, Scotland

REGISTRATION PLATE

Open to offers, £11 TDH, please call, plates in your possession. 01291 624523, Monmouthshire

REGISTRATION PLATE

£1,200, ono, OJY 551 on retention ready to transfer. 07840 400569, 01225 852852, Bristol

PRIVATE 'PRESTIGE' PLATES

NBK 91

From my collection REG: NBK 91- £3000 ono, on a 10 year retention, certificate for transfer to your car quickly! 07840 400569, Bristol

NUMBER PLATE

D8 VOW

£399, D8VOW (Date for your Vows? Date Vow or Devon?) Just taken off my Rolls Royce. Ideal Wedding Car Number. Price includes the DVLA £80 transfer fee. On Retention Certificate. Reduced, no longer required.. 01872 510677, 07734 532198, Cornwall

NUMBER PLATE

£500, No offers, Reg no. D14 PDM. All fees paid, plus reg plate on retention certificate . 07759 523246, Gloucestershire

NUMBER PLATES

MHO 545
NDF 80
LJY 976

Private registration numbers, REG: MHO 545-£2000 ono, REG: NDF 80-£3000 ono, LJY 976-£1500 ono, all on retention, certificates for easy transfer, please call. 07840 400569, Bristol

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THE WAY WE WERE

JULY 1974

BEVERLEY, EAST RIDING OF YORKSHIRE

It may not be market day, but we suspect that CCW readers won't mind, given what's parked here instead

RICHARD GUNN



Joined *Classic Car Weekly* in 2000. Now freelance, but has always maintained a connection with the newspaper that started his career.



DOWN THE THAMES

The 400E was badged as a Thames from launch in 1957. It became a Ford in March 1965 and dropped in August.

PRE-TRANSIT

The 'Transit' name was used on a Ford before the best-known model. The Taunus Transit was a 1953-65 German machine.

ELECTRIC TEST-BED

Bedford launched an electric version of the CF in 1982, with batteries under the floor and a rear engine. It lasted until 1987.

We're smack bang in the centre of Beverley in Yorkshire here, in the historic Market Place. Markets have been held here since the Middle Ages, but with 25 July 1974 being a Thursday, the business was going to shops rather than stalls as market days were – and still are – Thursday and Saturday. With a healthy supply of potential customers around, and a vast array of cars in front of the 1714 Georgian Market Cross, it certainly seems to be a thriving place.

The vehicles are a fascinating mix of commercial and private machines; the former supplying goods to the shops so the latter could take them home. Something very good for that task would be the white

Austin Maxi just about visible on the far left; it was one of the best and most adaptable load-luggers of its era, even if it didn't always work as intended. Next there's a hint of Ford Escort MkI and then the unmistakable shape of a Thames 400E pick-up truck. Lurking in the background is one of the enormous Commer Walk-Thru vans, one of the few pre-Transit vans that could match up or exceed the all-conquering Ford of 1965.

Speaking of which, beyond the almost brand-new maroon Morris Marina van (with a British Leyland 1100/1300 disappearing behind it) is an M-reg Ford Transit, sporting the sort of two-tone paint scheme that so suited the first-generation vans. It's a V4 petrol version because it doesn't

have the diesel or V6 petrol variants' elongated snout. Its main British rival, the similarly sized and specced Bedford CF, is alongside, is neatly blocking in some of the parked cars.

We can't help but smile at the 1965 Ford Zephyr MkIII on the right. Attempts have been made to freshen it up a bit with more modern reflective-style number plates and Rostyle-type wheel trims that really don't suit its angular and blocky early 1960s style. The standard trims on the second-gen Rover P6 next door looks much better, especially with the full black vinyl roof that distinguishes it as a manual 3500S. Its bulk is almost totally masking a Ford Escort MkI. Adjacent to that is a Triumph Herald estate, although without being able to see the front

of the car, we can't tell if it's a 1200, 12/50 or a 13/60.

Vauxhall then weighs in with a Viva HB, after which there's another Zephyr MkIII, looking less meddled with than its sister. The long roofline points to it being an estate, which would have made it rare even when new; instead of being factory-built by Ford, the wagons were converted from part-finished saloons by E. D. Abbott Ltd. of Farnham. Displaying a surprisingly similar front end, at least from this angle and distance, is the neighbouring Renault 6, with a bright green Ford Escort MkI saloon barely visible beside it.

We go from one of Ford's most successful cars to one of its least popular, in the form of the leviathan Zephyr MkIV, which seems so large

that it's barely able to squeeze into its parking spot. The graceless MkIV range didn't sell nearly as well as its big Ford predecessors and was replaced by the smaller, more elegant Consuls and Granadas in 1972, thus making *The Sweeney* possible and helping to define the 1970s. Beyond that, our inconveniently resting Bedford blocks out a lot of the view, but we can make out a Triumph 2000 or 2500 obscuring the roofline of a white Volkswagen Beetle.

Note the blue and white Eveready truck at the back – its batteries once dominated the UK market but a 1981 takeover by Hanson Trust closed factories and saw sales decline. It was sold on in 1992 and is now part of the Energizer brand. No wonder Eveready is rarely seen anymore...

NEEDS MORE OOMPH

Critics panned early Renault 6s' R4-derived 845cc engine for its poor power and economy. Later 1.1 was much better.

AUSSIE FOUR-DOOR

Aussie-based Holden designed the 1968-on HB Viva four-door before shipping the kit of parts back to the UK.

FRONT TO BACK

One of the mods needed to fit the V8 into the P6's four-pot engine bay was to move the battery in to the boot.



LOSE YOURSELF IN 1974

BEER HERE

It's now a bible to many, but there was no *Good Beer Guide* – as published by the Campaign for Real Ale (CAMRA) – before 1974. Well, there was, but it was simply a few sheets of photocopied paper stapled together and sold for 25p. Then, in 1974, the decision was taken to publish a proper book detailing where you could enjoy a half-decent pint, with Waddingtons, the Monopoly and Cluedo board game manufacturer, as publisher.

The work garnered some notoriety because it dismissed Watney's Brewery with the words 'avoid like the plague'. The first print run had to be recalled and the comment changed to 'avoid at all costs'. The *Good Beer Guide* is still going today, but Watney's disappeared in 1979.



TRACY DEVASTATES DARWIN

Christmas 1974 is one that the residents of Darwin in the Northern Territory of Australia would probably prefer to forget. Tropical Cyclone Tracy started forming on 21 December, but it was believed that it would miss the city. Instead, it went right through it on Christmas Eve and the morning of Christmas Day. Most inhabitants didn't leave because of the festivities and Tracy, which reached speeds of up to 150mph, utterly devastated the city.

71 people were killed and 70 percent of Darwin's buildings were destroyed, leaving 25,000 of the city's 47,000 inhabitants homeless. The damage bill ran to A\$837 million (the equivalent of £3.8 billion today) and many spent Christmas Day at Darwin's hospital, which treated more than 500 patients before relief medical teams arrived and evacuation of the ravaged area could begin.

At the finish, 30,000 people left; many of them never returned.



CAR OF 1974 AUDI 50

The 50 is the Audi that even classic car fans seem to have largely forgotten, even though it was highly successful. That said, most of that success was achieved under a different marque and name. Because, if you need reminding, this diminutive machine went on to find greater worldwide acceptance as the Volkswagen Polo.

Launched in mid-1974, the 50 is generally regarded as the first German supermini, and was designed by NSU and Audi designer, Claude Luthe, despite parent company VW's fondness for the pen of Giorgetto

Giugiaro. The neat-looking and compact three-door hatchback had a 1093cc engine of 50bhp or 59bhp, depending on whether you plumped for the LS or GS.

It was badge-engineered as the Polo just six weeks after the 50's debut, which pretty much sealed the 50's fate because most people went out and bought the cheaper Polo instead.

The Audi went off sale in 1978 after 180,812 examples had been built, when it was decided that the company should focus on larger, more luxurious machines.



The Audi 50 was a fine machine, but the VW Polo was cheaper and offered more engine/trim options.



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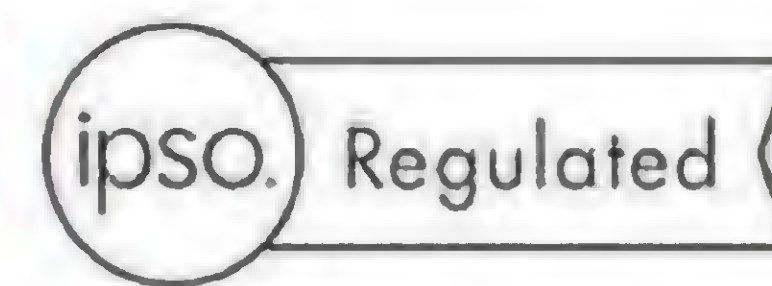
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